



Ports and
Logistics

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November 1, 2022

BSE Limited

Floor 25, P J Towers,
Dalal Street,
Mumbai – 400 001

Scrip Code: 532921

National Stock Exchange of India Limited

Exchange Plaza,
Bandra Kurla Complex,
Bandra (E), Mumbai – 400 051

Scrip Code: ADANIPOINTS

Sub: Investor Presentation on unaudited financial results for quarter and half year ended on 30th September, 2022

Dear Sir,

In continuation of intimation today, please find attached Investor Presentation on unaudited financial results for quarter and half year ended on 30th September, 2022 which will be deliberated in investors Conference Call scheduled today. The same is also being uploaded on our website.

Kindly take the same on your record.

Yours faithfully,

For Adani Ports and Special Economic Zone Limited

Kamlesh Bhagia

Company Secretary

Adani Ports and Special Economic Zone Ltd
Adani Corporate House, Shantigram,
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Operational & Financial Highlights – H1 FY23

Adani Ports and SEZ Ltd.

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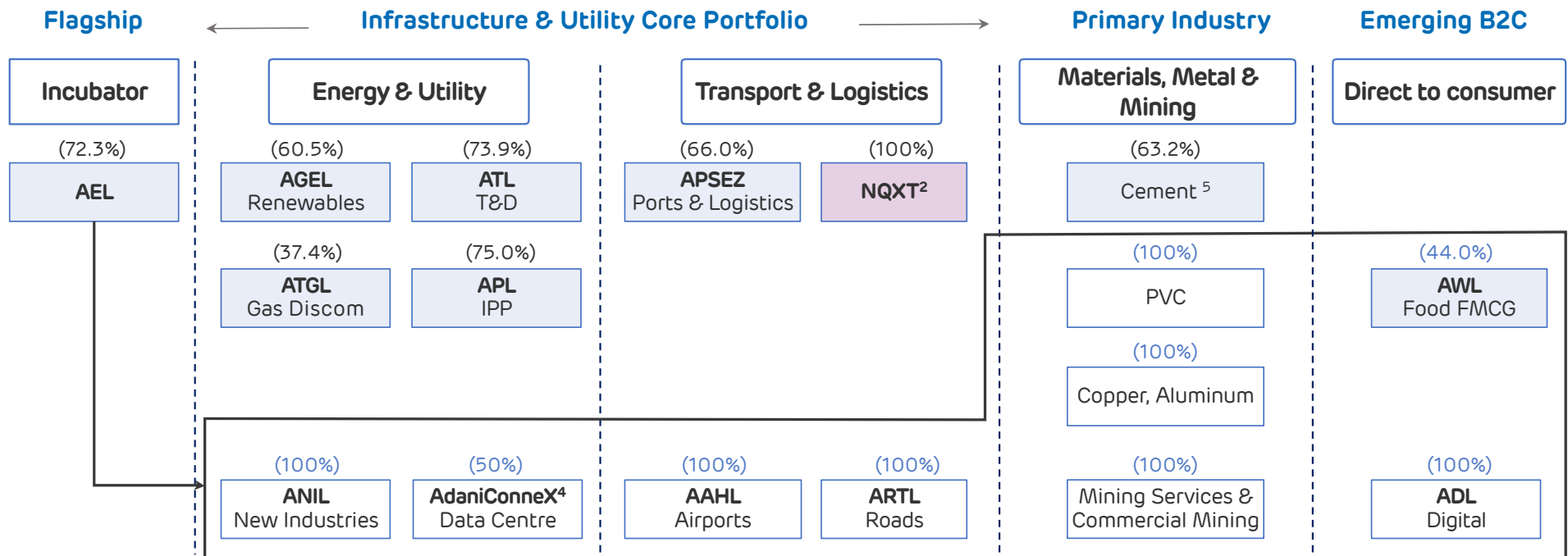
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A

Group Profile

Adani: A World Class Infrastructure & Utility Portfolio

adani ~USD 240 bn¹ Combined Market Cap



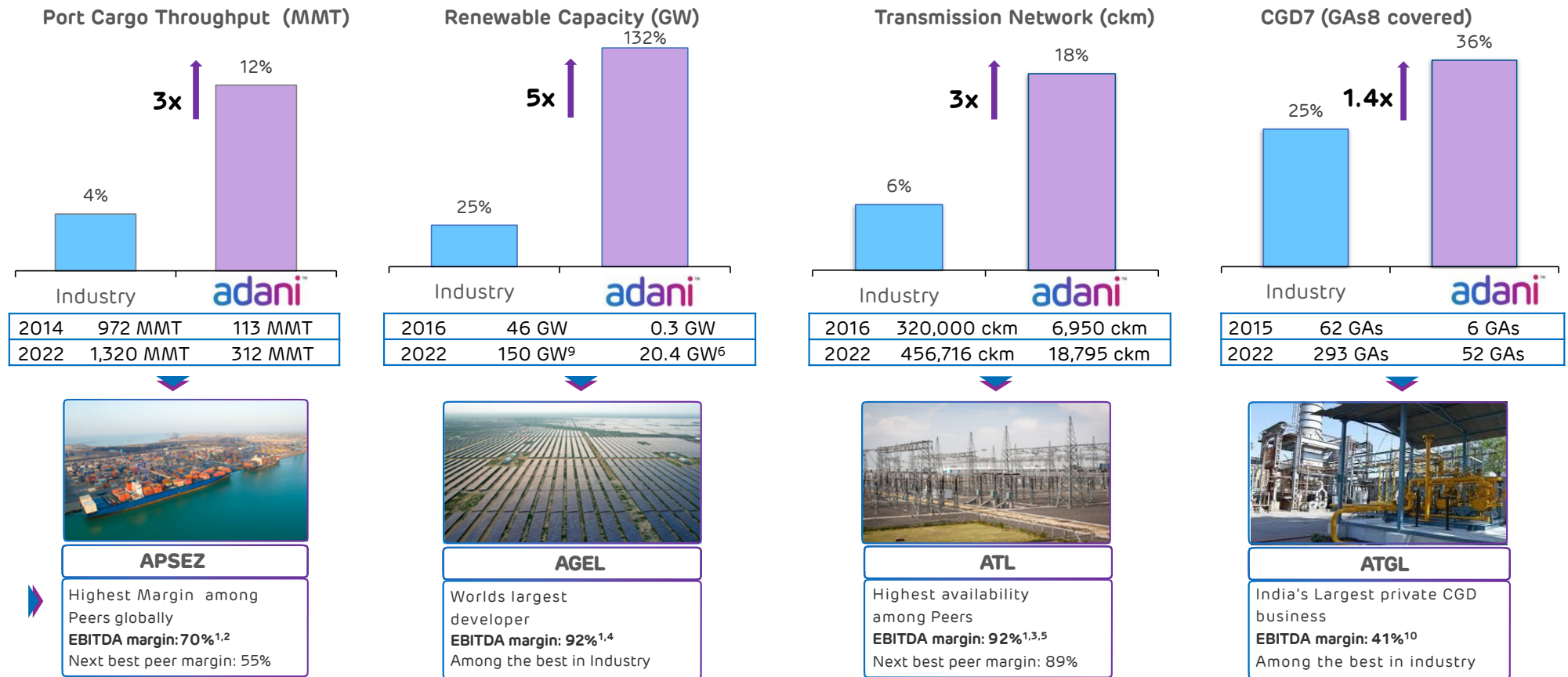
(%): Promoter equity stake in Adani Portfolio companies (%) : AEL equity stake in its subsidiaries

- Represents public traded listed verticals

A multi-decade story of high growth centered around infrastructure & utility core

1. Combined market cap of all listed entities as on Sep 30, 2022, USD/INR – 81.55 | 2. **NQXT**: North Queensland Export Terminal | 3. **ATGL**: Adani Total Gas Ltd, JV with Total Energies | 4. Data center, JV with EdgeConnex, **AEL**: Adani Enterprises Limited; **APSEZ**: Adani Ports and Special Economic Zone Limited; **ATL**: Adani Transmission Limited; **T&D**: Transmission & Distribution; **APL**: Adani Power Limited; **AGEL**: Adani Green Energy Limited; **AAHL**: Adani Airport Holdings Limited; **ARTL**: Adani Roads Transport Limited; **ANIL**: Adani New Industries Limited; **AWL**: Adani Wilmar Limited; **ADL**: Adani Digital Limited; **IPP**: Independent Power Producer
5. Cement business includes 63.15% stake in Ambuja Cement which in turn owns 50.05% in ACC Limited. Adani directly owns 6.64% stake in ACC Limited. Ambuja and ACC together have a capacity of 66 MTPA, which makes it the second largest cement manufacturer in India.

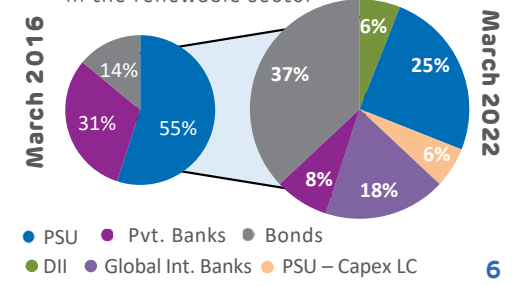
Adani Portfolio: Decades long track record of industry best growth rates across sectors



Transformative model driving scale, growth and free cashflow

Note: 1. Data for FY22; 2. Margin for ports business only, Excludes forex gains/losses; 3. EBITDA = PBT + Depreciation + Net Finance Costs – Other Income; 4. EBITDA Margin represents EBITDA earned from power supply 5. Operating EBITDA margin of transmission business only, does not include distribution business. 6. Contracted & awarded capacity 7. CGD: City Gas distribution 8. GAs - Geographical Areas - Including JV | Industry data is from market intelligence 9. This includes 17GW of renewable capacity where PPA has been signed and the capacity is under various stages of implementation and 29GW of capacity where PPA is yet to be signed' 10. Data for FY21

Adani Portfolio: Repeatable, robust & proven transformative model of investment



O&M: Operations & Maintenance, HVDC: High voltage, direct current, PSU: Public Sector Undertaking (Public Banks in India), GMTN: Global Medium-Term Notes SLB: Sustainability Linked Bonds, AEML: Adani Electricity Mumbai Ltd. IG: Investment Grade, LC: Letter of Credit, DII: Domestic Institutional Investors, COP26: 2021 United Nations Climate Change Conference; AGEL: Adani Green Energy Ltd.

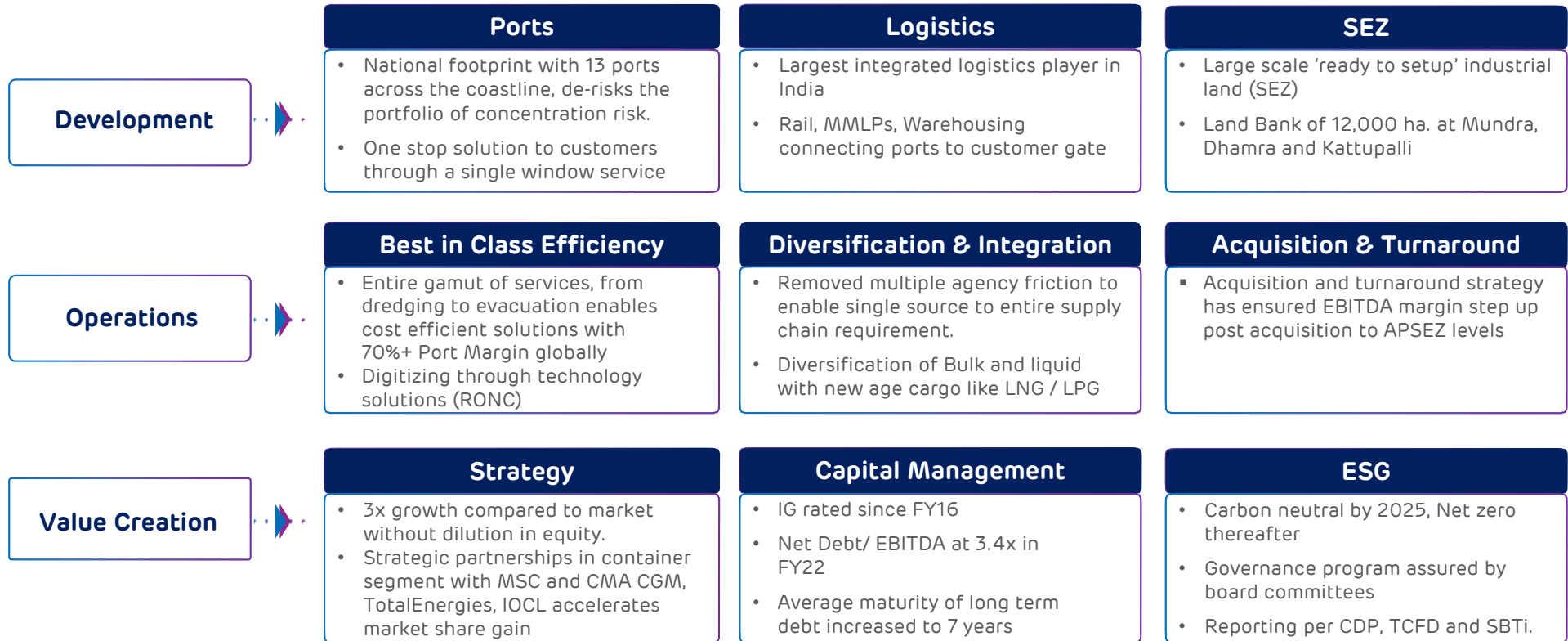
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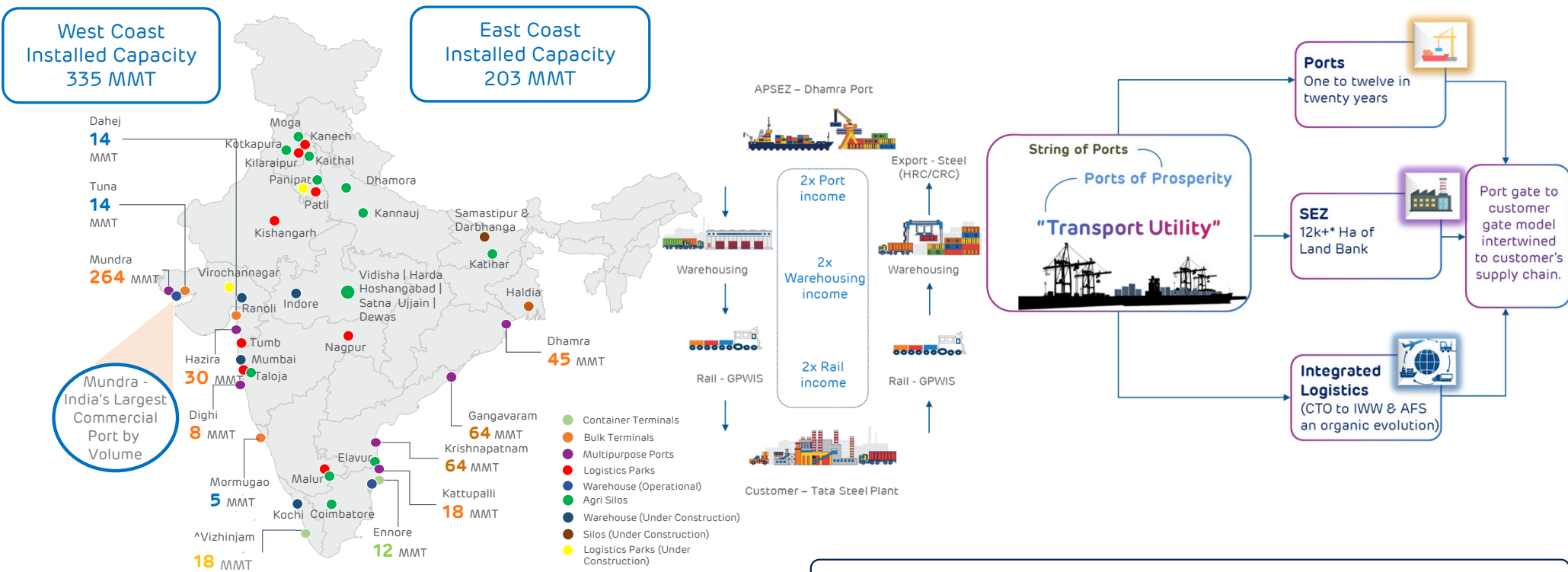
APSEZ: Company Profile

APSEZ: Transformational Business Model



Growth in non Mundra Ports, traffic parity in coasts and reaching customer gate builds the largest Transport Utility

APSEZ: A transport utility with string of ports and integrated logistics network



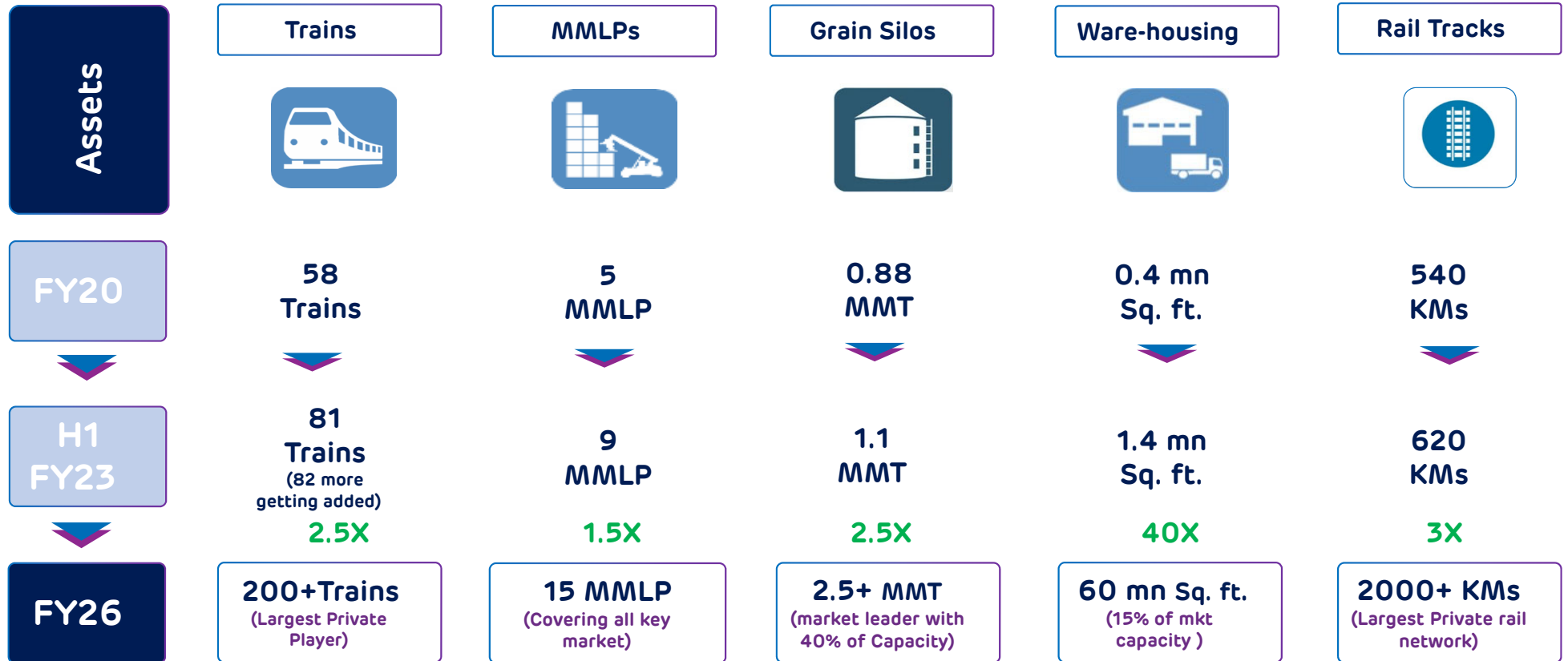
Grown from a single port to Twelve Ports ~538 MMT of Installed capacity to handle all types of cargo.

*under construction

An integrated approach through Ports, SEZ and Logistics enables presence across value chain

*Includes both SEZ and non SEZ land | SEZ : Special economic zone
GPWIS – General Purpose Wagon Investment Scheme | CTO – Container Train Operator | IWW –Inland Water Ways | AFS – Air Freight Stations | HRC : Hot Rolled Coil | CRC : Cold Rolled Coil | MMT : Million Metric Ton

APSEZ: Logistics to provide growth impetus & help reaching customer's gate



Integrated logistics allows for a single window service for the customer

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Strategic, and Operational Highlights H1 FY23

APSEZ: Strategic Highlights– H1 FY23

Ports & SEZ

- Acquisition of three strategic assets that are key milestones in our journey towards becoming the largest transport utility -
 - Haifa Port Company, the operator of Israel's largest port, at an implied EV/ EBITDA multiple of 7.5x
 - Completed acquisition of Ocean Sparkle Ltd, India's leading third-party marine service provider, at an EV/EBITDA of 5.7x
 - Completed acquisition of Gangavaram Port, India's 3rd largest private sector port, at an EV/EBITDA of ~.8x
- MoU signed with IOCL for a take or pay contract at Gangavaram Port for building LPG handling facilities
- Signed a concession agreement for mechanization of around 4 MMT Berth at Haldia Port in West Bengal; completion within 3 years
- Received LOI for the Tajpur Port, a greenfield development that we expect to commission in the next 5 years
- The Honorable Supreme Court of India issued an order on 5th September restoring APSEZ's right to participate in the bidding at Major ports

APSEZ: Strategic Highlights– H1 FY23

Ports & SEZ

- Coal volumes that were subdued in Q2 due to an extended monsoon have started to recover in the 2nd half of October
- Volume boost from the recent contract wins in H2
 - Five new services at Mundra and Hazira with a total cargo potential of ~ 2 lakh TEU p.a.
 - Four large bulk contracts wins at Gangavaram and Dhamra with a total cargo potential of 10 MMT
- Additional coal cargo of 3-3.5 MMT at the Krishnapatnam Port with the commissioning of a new 800 MW thermal unit at the power plant in Nellore by AP Genco
- Commissioning of a container terminal at Gangavaram (0.6 Mn TEUs capacity) to provide volume boost
- Scheduled commissioning of 5 MMT LNG terminal in Dhamra by the year end (with a Take-or- Pay contract) is a catalyst

APSEZ: Strategic Highlights– H1 FY23

Logistics

- Completed acquisition ICD “Tumb” at Vapi in Gujarat, which amongst the largest ICDs in India with a capacity of 0.5 MTEUs; the facility is integrated into ALL from October 2022 onwards
- ALL now has nine operating MMLPs, and one is under construction at Panipat
- ALL has been shortlisted as the H1 bidder for Loni ICD, thereby taking our presence to 10 different locations
- Construction initiated on 10 Mn sq. ft. of warehousing capacity at six locations, besides the 1.4 Mn sq. ft of operational warehouses
- AALL now has 18 Agri terminals with total capacity of 1.1 MMT; another two with a total capacity of 0.1 MMT are under construction
- AALL received a LOA from FCI to build additional silo capacity of 0.35 MMT
- With addition of six bulk trains in H1, the total train count now stands at 81; with orders placed for another 82 trains, the total count is set to rise to 163
- ALL has signed a contract with SAP for establishing an Integrated Command and Control Centre for improve cargo visibility and operational efficiency
- Trucks count increases to 900, which includes 740 container moving trucks and 160 tippers

APSEZ: Operational Highlights– H1 FY23

Ports

- APSEZ cargo volume grew 11% Y-o-Y to 177.5 MMT record highest volume
- Growth of cargo volume was led by dry cargo (+18%) and containers (+5%)
- Non-Mundra ports contributed 54% to the cargo basket
- Most of the APSEZ ports have reported record half-yearly volumes
- Cargo volumes in Q2 grew by 15%, inline with our expectations

Logistics

- Adani Logistics (ALL) registered a 24% Y-o-Y growth in rail volume to 222,994 TEUs
- ALL also registered a 43% Y-o-Y growth in terminal volume to 192,039 TEUs
- The GPWIS cargo volumes grew by 100% to 6.27 MMT in the initial six months of FY23
- 6 trains added during the period take the total GPWIS train count to 29
- Taloja MMLP and three Agri terminals of 0.15 MMT capacity were commissioned during this period; Tumb ICD also added to the portfolio
- Warehousing capacity of 0.6 Mn sqft commissioned in H1 FY23

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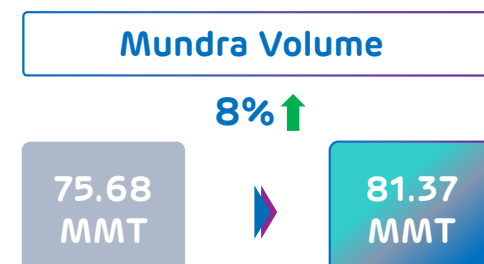
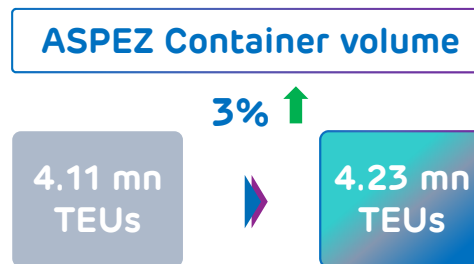
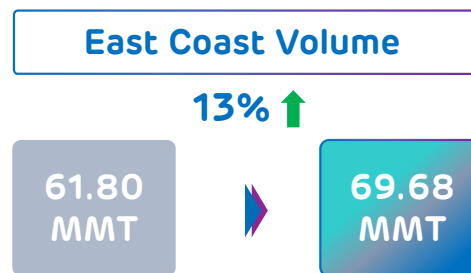
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Financial Highlights H1 FY23

APSEZ: Robust growth with diversification –H1 FY23

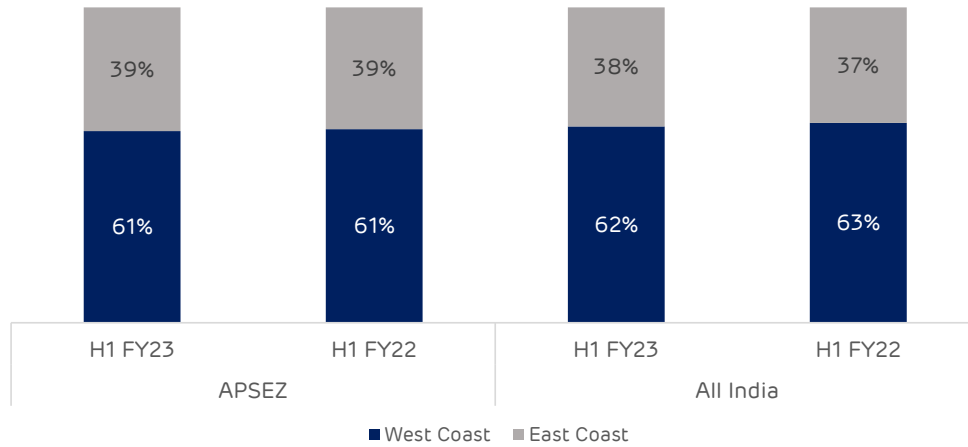
(YoY)

■ H1 FY22 ■ H1 FY23

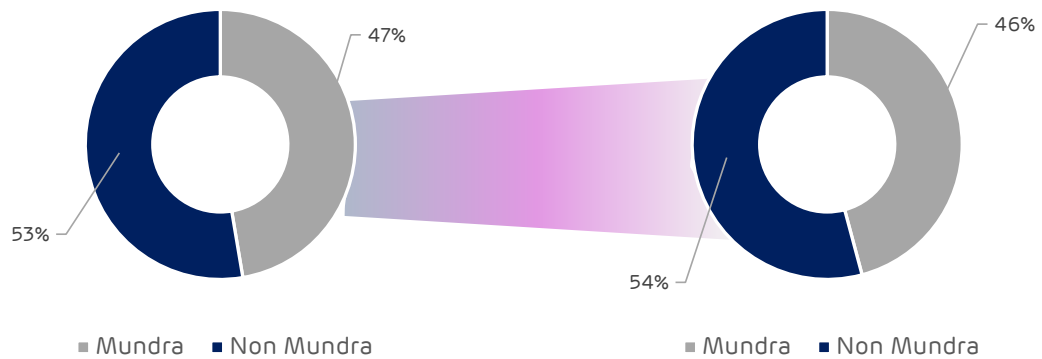


APSEZ: Mitigating concentration risk – cargo volume distribution H1 FY23

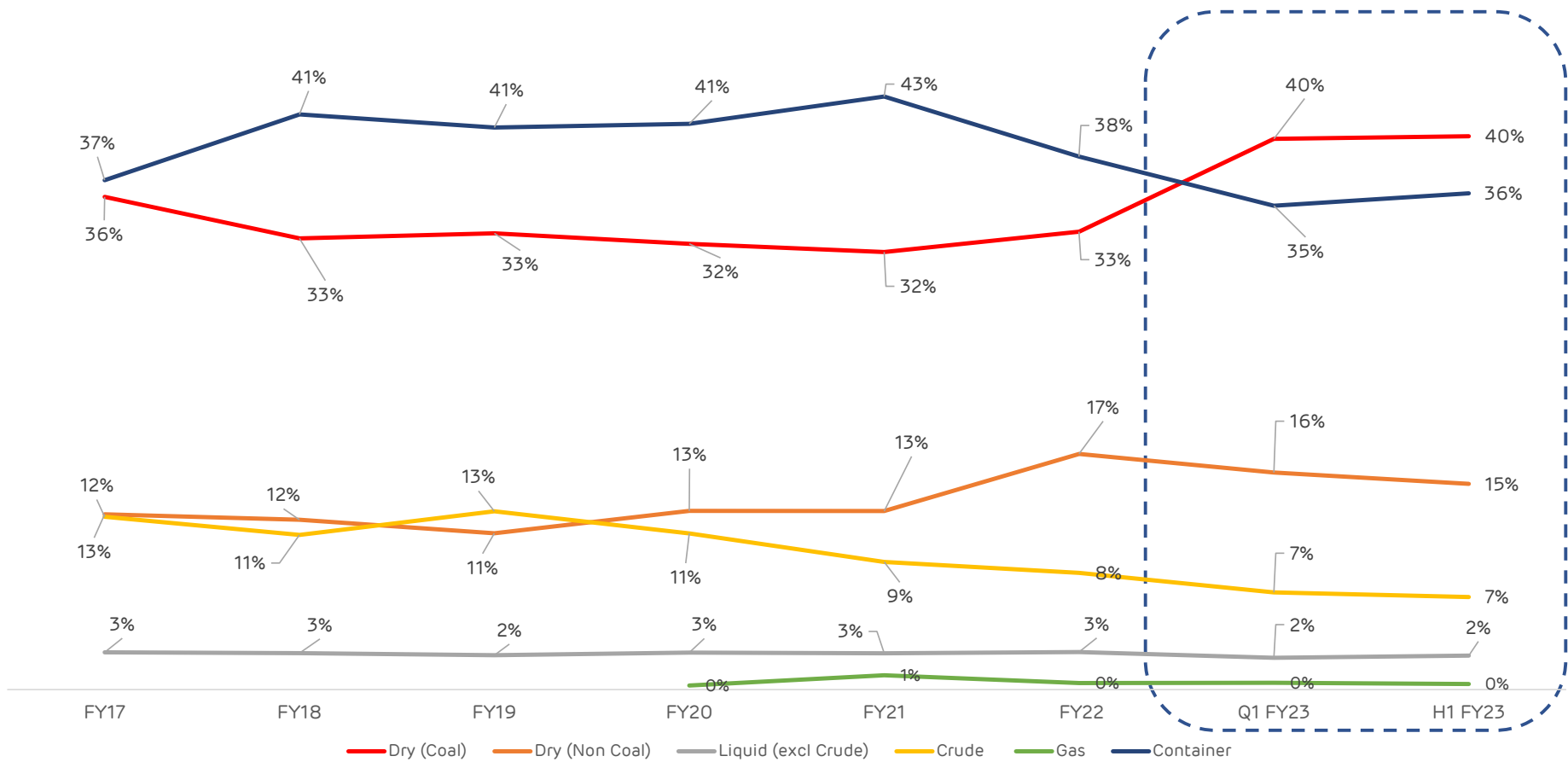
**East Coast
vs
West Coast Share**



**Mundra
vs
Non Mundra Share**



APSEZ: Diversifying cargo portfolio



APSEZ: Balanced growth across ports



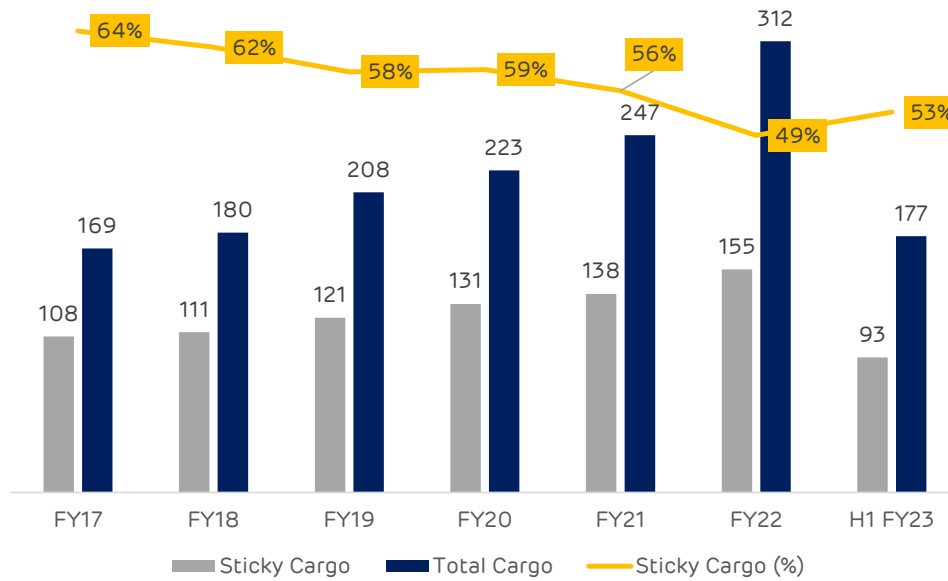
- All ports had a Y-o-Y growth in volumes
- Growth at Mundra, Dahej and Krishnapatnam primarily contributed by coal, while at Kattupalli its primarily containers
- Gangavaram Port, which is the latest addition to our portfolio handled 17 MMT of cargo in H1 FY23

APSEZ: Balanced growth across cargo type



- Growth primarily driven by bulk and container cargo types
- Coal and agri products contributed to Y-o-Y growth, while steel and minerals saw a decline
- Container volumes grew on account of addition of two new shipping lines at Kattupalli and volume jump at Ennore
- Crude volumes almost flat

APSEZ: Sticky cargo ensures resilience



- Sticky cargo constitutes ~53% of total cargo with a higher base
- 70% of sticky cargo at Mundra Port
- Container constitutes 44% and liquid 12% of total sticky cargo

APSEZ: Financial performance – H1 FY23

(in INR Cr)

Particulars	H1 FY22			H1 FY23		
	Revenue	EBITDA [^]	PAT [#]	Revenue	EBITDA [^]	PAT [#]
APSEZ Consolidated*	8906	5414	2306	10,269	6551	2915
JVs						
<i>AICTPL (CT-3), JV with MSC</i>	645	344	94	757	375	26
<i>ACMTPL (CT-4), JV with CMA-CGM</i>	292	169	40	368	211	12
Total	9843	5927	2441	11,394	7137	2953

* H1 FY 22 & H1 FY 23 numbers of APSEZ are inclusive of Gangavaram port

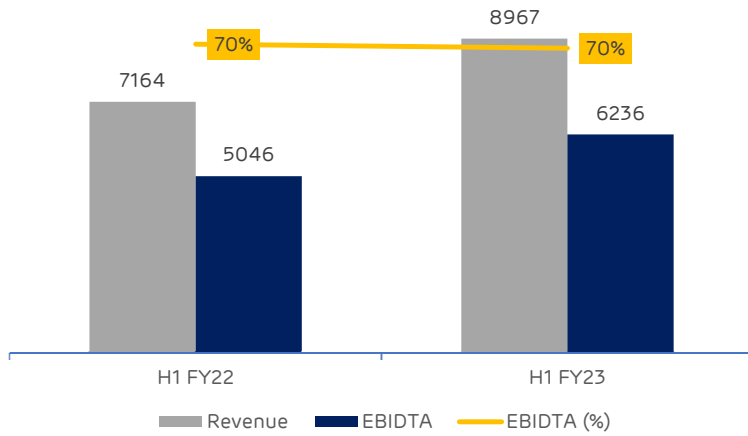
[^]EBITDA excludes forex loss of INR 1571 cr. in H1 FY23 vs. forex loss of INR 335 cr. in H1 FY22

[#] PAT – 1H FY23 PAT includes Rs 1,571 Cr impact of forex rate changes after transfer of Rs 541 Cr in the designated instrument account, while 1H FY22 PAT includes Rs 335 Cr of forex rate changes
H1 FY 22 EBITDA excludes INR 210 Crore of SRCPL/GPL transaction cost

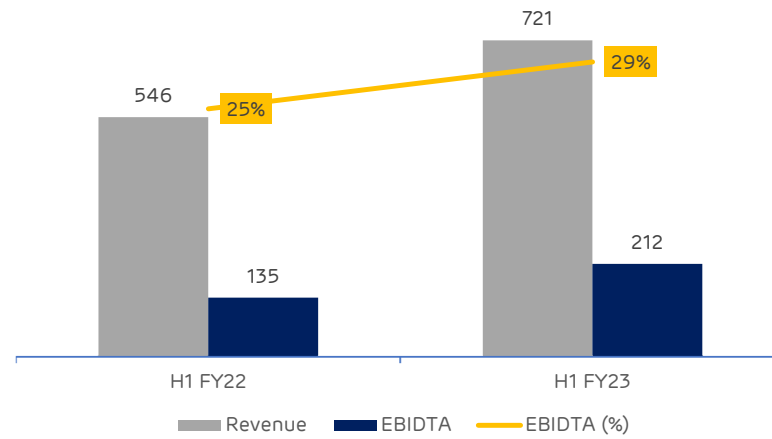
APSEZ: Key segment wise Operating revenue & EBITDA – H1 FY23

(YoY, in INR Cr)

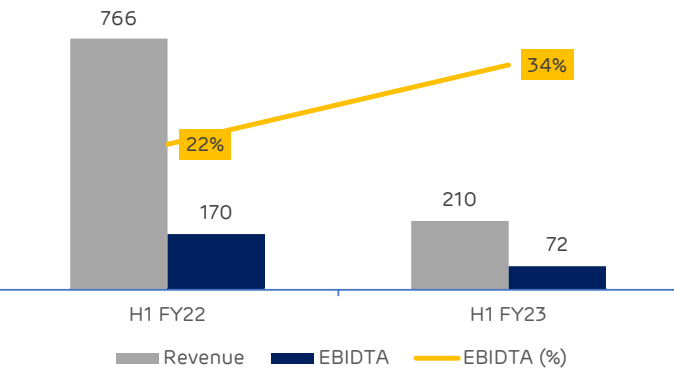
Ports



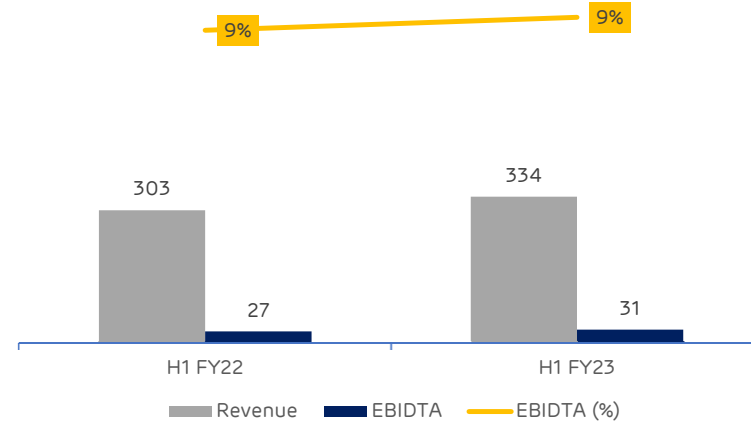
Logistics



SEZ & Port Development



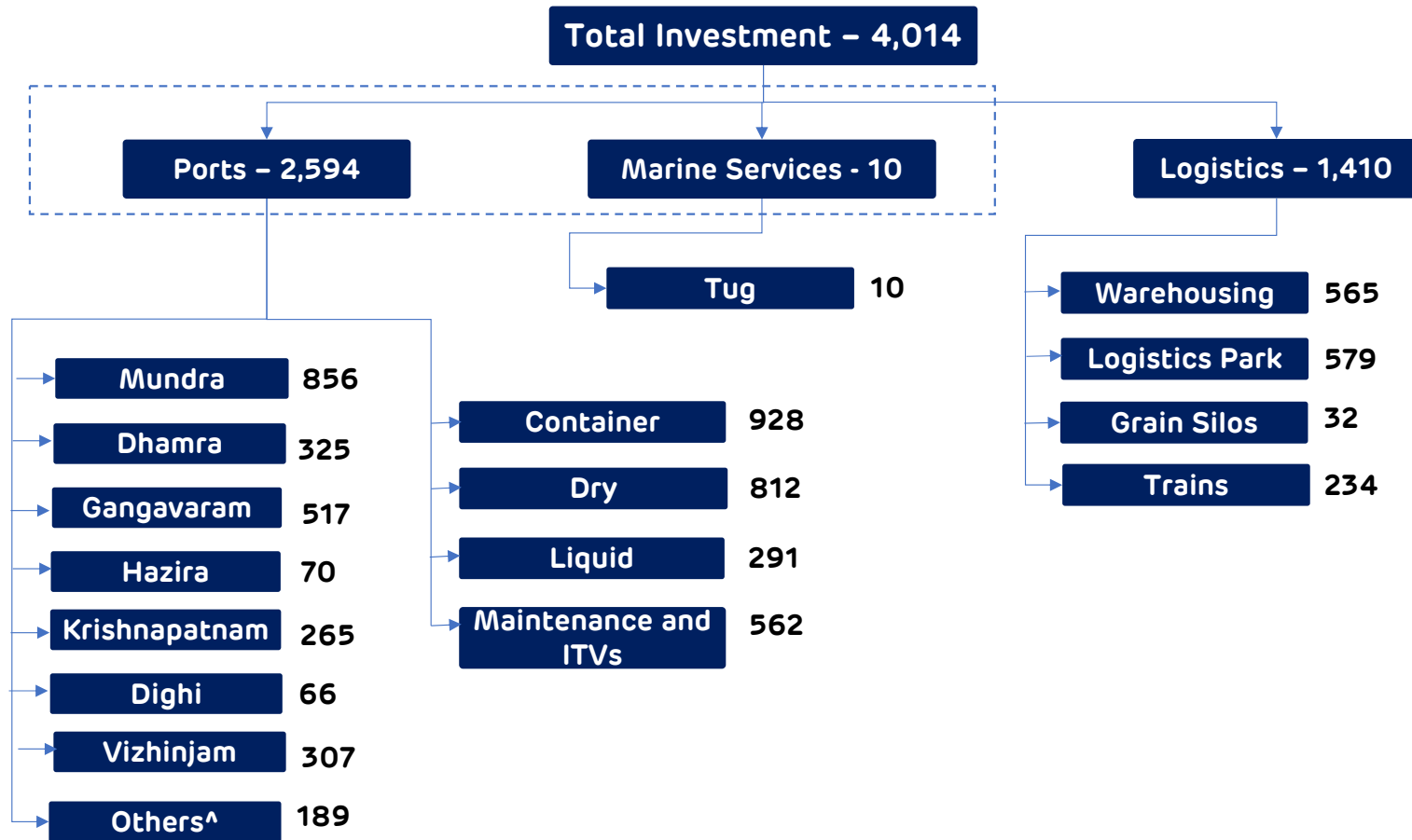
O&M



*EBITDA excludes forex loss of INR 1571 cr. in H1 FY23 vs. forex loss of INR 335 cr. in H1 FY22

APSEZ: Capex segment wise H1 FY23

(in INR Cr)

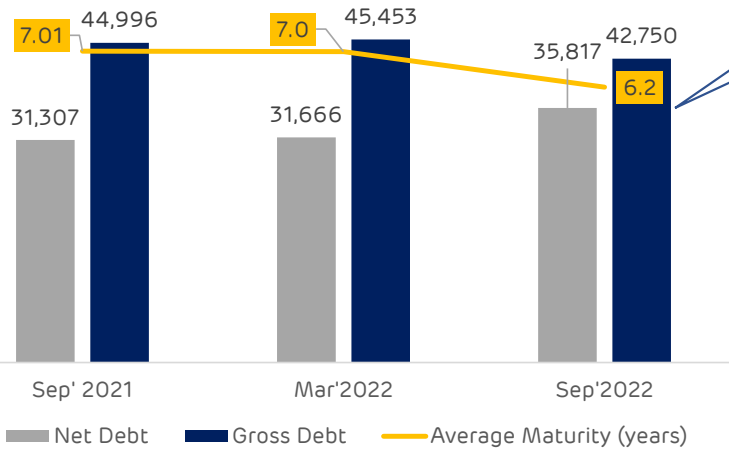


^ primarily includes Kattupalli (36Cr), Dahej (16 Cr), Terminals (10 Cr), WCT (38 Cr), Dredging across ports (68 Cr) and others (22 Cr)
 # mainly includes maintenance capex, capex for e-ITVs and railway overhead electrification in Mundra

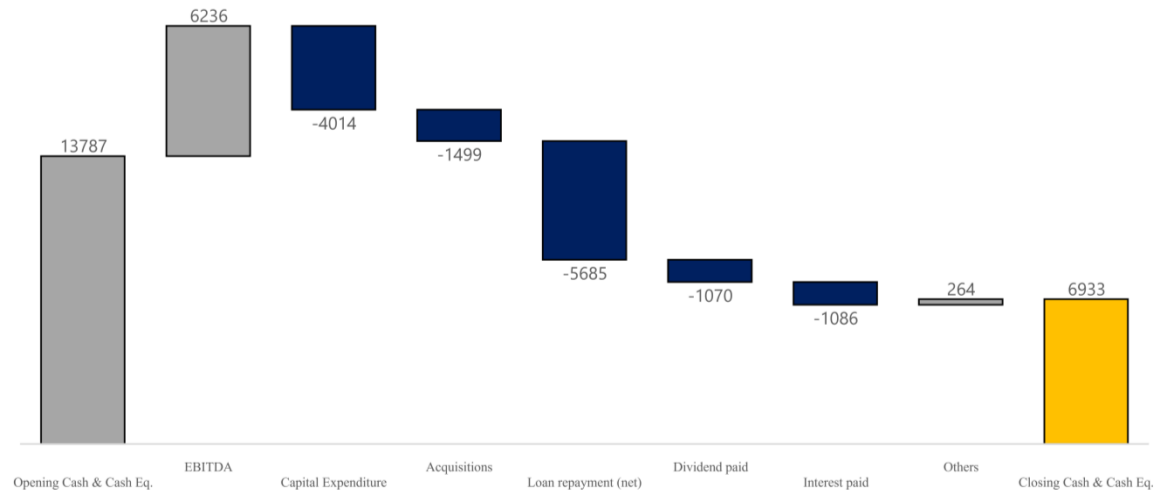
APSEZ: Debt Profile – H1 FY23

(YoY, in INR Cr)

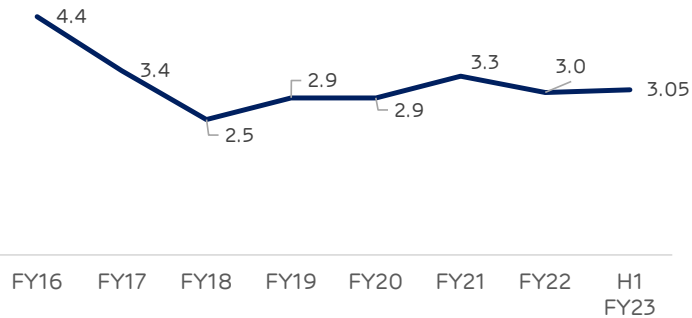
Gross Debt, Net Debt & Average Maturity



Strong Cash Flow from Operations



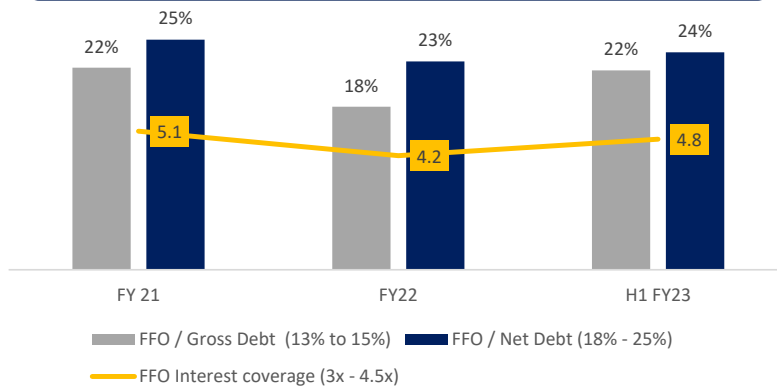
Net Debt to EBITDA^



- Strong internal cash flow generation supporting organic, inorganic growth and repayments
- Rs. 5,685 crore of debt was repaid in H1 FY23, primarily the ST debt
- Cash and cash equivalent as of 30th September 2022 is at Rs 6933 Cr

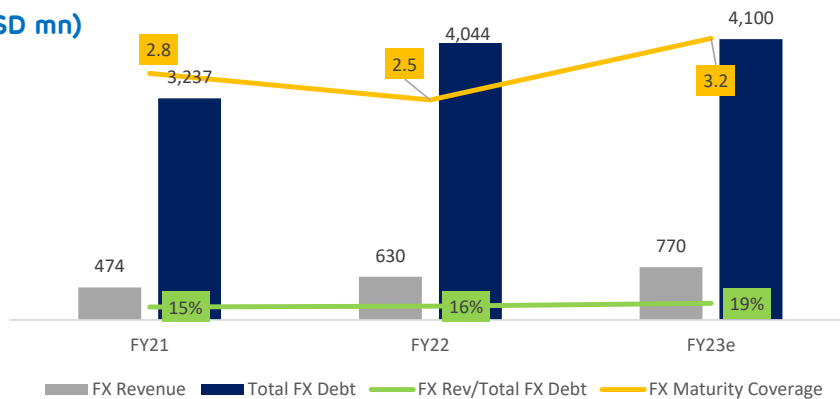
APSEZ: Key ratios H1 – FY23

Rating Ratios[^]



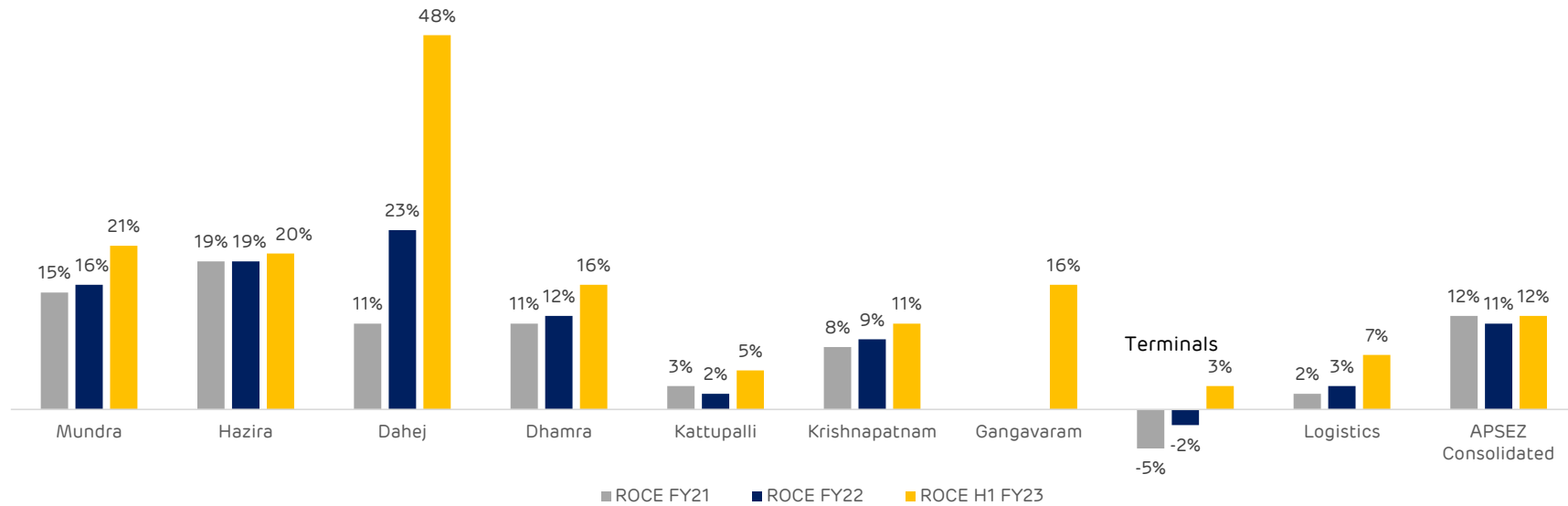
FX Revenue and Debt Maturity#, Coverage

(in USD mn)



- FFO to Gross Debt and FFO to Net Debt improves to 22% and 24% respectively
- FFO to interest coverage improves to 4.8x
- Dollar revenues providing natural hedge against debt servicing
- H1 FY 23 FX revenue is US\$ 385 mn

APSEZ: Port wise returns



- ROCE continuously improving at matured ports with better capacity utilization and given the focus on efficiency
- ROCE of logistics business more than doubled vs. FY22
- Operational ramp up at ports acquired in the last few years will drive their ROCE to ~20%

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ESG Highlights

ESG Indicators: progress vs. targets

Indicator	FY25 Target	Till FY22 End	Status: H1 FY23
Energy & Emission			
RE share in total electricity*	100%	20%	13%
Energy intensity reduction*	50%	38%	47%
Emission intensity reduction*	60%	45%	43%
Water and Waste			
Water consumption intensity reduction*	60%	58%	64%
Zero waste to landfill	12 Ports	6 Ports	6 Ports
Afforestation			
Mangrove afforestation	5000 Ha	3239 Ha	3239 Ha
Terrestrial plantation	1200 Ha	1000 Ha	1000 Ha
Social			
Safety	Zero Incident	3 (Contract workers)	3 (Contract workers)
Community based skill development program (enrollment)	200,000	95,000	109,307
Women's self-help group	325	257	272

*Base year is FY 2015-16; # Base year is FY 2017-18

**We have enhanced Mangrove afforestation target for 2025 to 5000 Ha

Progress on initiatives

- Renewable energy installation/ tie-ups
 - Kattupalli and Ennore likely to complete solar capacity additions of another 1.3MWp by Dec
 - Plan for Renewable capacity of around 350MW on a captive basis is being formalised
- Delivery of E- ITVs
 - First lot of E-ITVs will arrive at the ports in November
- Electrification of equipment
 - Gangavaram converted two diesel operated tele-stackers to electrically operated
 - Dighi installed two electrical truck loading hoppers for handling of dry cargo
- Afforestation and plantation
 - Mundra raised 125,000 mangrove saplings for plantation and created additional 40,000 SQM of green belt
 - Dahej completed 20 Ha of Bio-Shield development
- Alternate sources of water
 - Goa Port is discussing with the municipal officials to add a 1.6 km pipeline for water supply from Baina STP
 - Hazira port is developing 450 KL Effluent Treatment Plant (ETP), which is expected to be ready by Dec `22
- Waste management
 - Goa Port tied-up with Goa Waste Management Corporation for its non-hazardous waste and installed a new Organic Waste Converter (OWC) to ensure zero-waste to landfill

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Annexures

APSEZ: Risk Management Approach

(in INR Cr)

- During the quarter, the Company has reassessed its risk management approach towards foreign currency exposure
- This is in line with the focus on the transport utility model to reduce earnings volatility from currency driven fluctuations
- The Company has a natural hedge on FX i.e., dollar linked in flows to meet dollar debt outflows
- We have adopted a mix of active hedging and designated FX exposure (bonds)

Particulars	Total	Designated against future revenue	Undesignated portion
Outstanding USD Bonds (\$ Mn)	3,900	2,756	1,144
Forex Mark to Market (Rs Crore)	928	656	272
Recognized in P&L (Rs Crore)		115	272
Recognized in OCI (Rs Crore)		541*	NA
Recycling from OCI to P&L		Period of revenue**	NA

*In OCI, Forex of Rs 405 Crore is net of taxes of Rs 136 Crore.

** FY25: \$395mn, FY28: \$580mn, FY30: \$571mn, FY31: \$493mn, FY32: \$288mn and FY42: \$428mn

Note: Forex loss in P&L includes Rs 115 Crore of Ineffective portion of hedge, Rs 272 Crore on undesignated portion net off gain of Rs 18 Crore on Other foreign currency exposures on Balance Sheet date.



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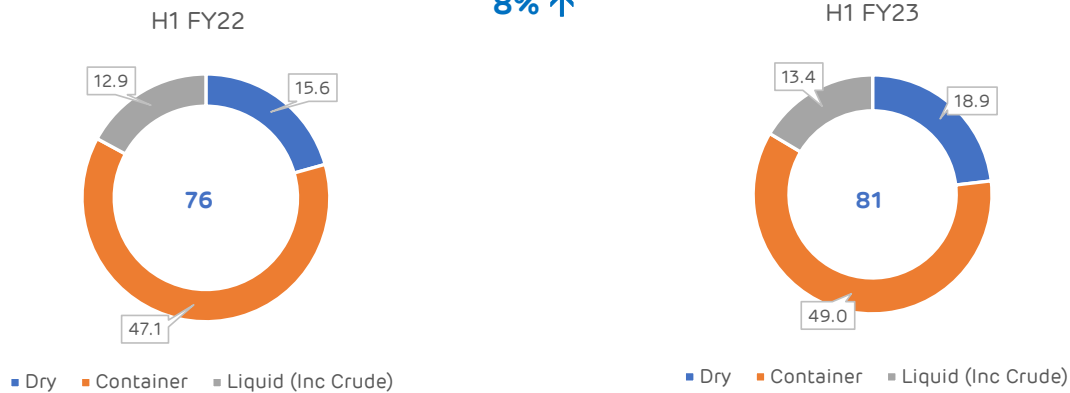
Port wise cargo and financial details

APSEZ: Mundra port - volume and financials H1 FY23

(YoY, in INR Cr)

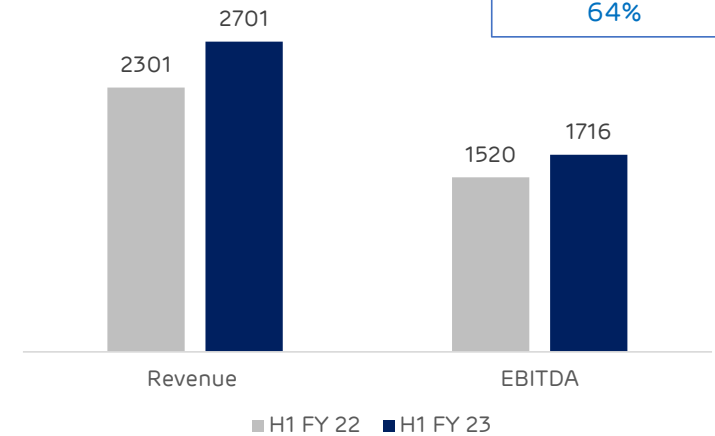
Volume (MMT)

8% ↑



Revenue & EBITDA

EBITDA Margin
64%

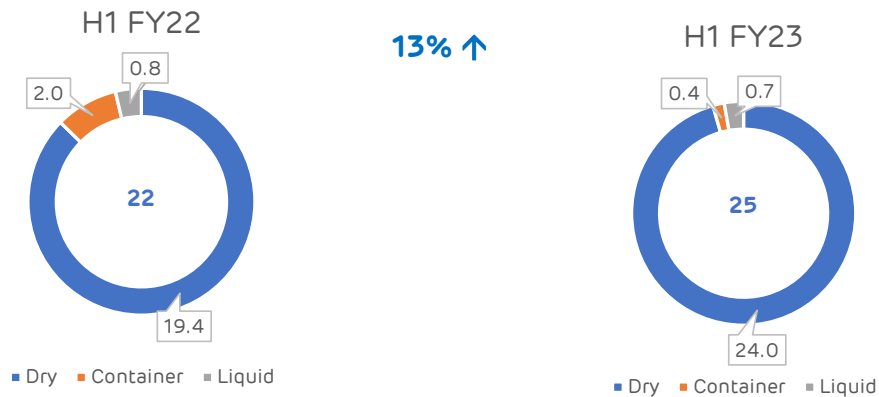


- Cargo increase is primarily due to jump in container & dry bulk handling
- Revenue increase supported by volume growth and improved realizations
- EBITDA growth is in line with revenue growth

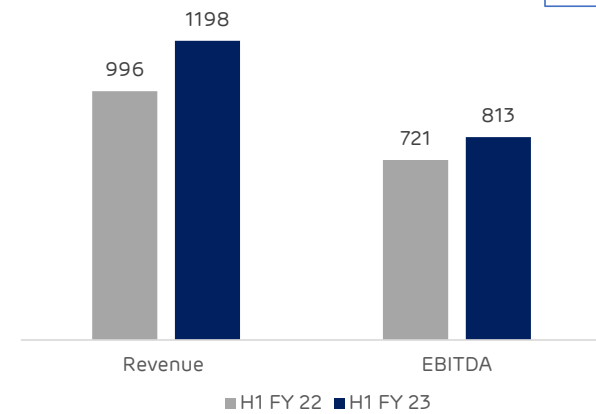
APSEZ: Krishnapatnam port - volume and financials H1 FY23

(YoY, in INR Cr)

Volume (MMT)



Revenue & EBITDA



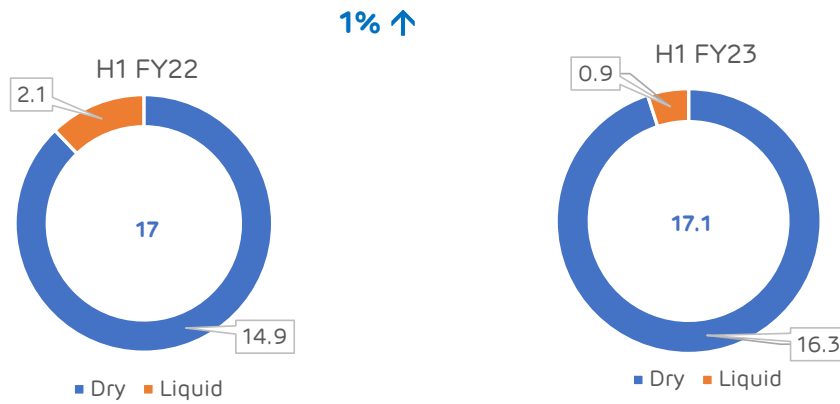
Port EBITDA
Margin 68%

- Drop in container handling is due to diversion/consolidation of containers at Ennore port by a shipping line from Q1
- Increase in cargo handling is due to increase in coal volumes
- Change in cargo mix and fuel price escalation have resulted in some decline in the EBITDA margin

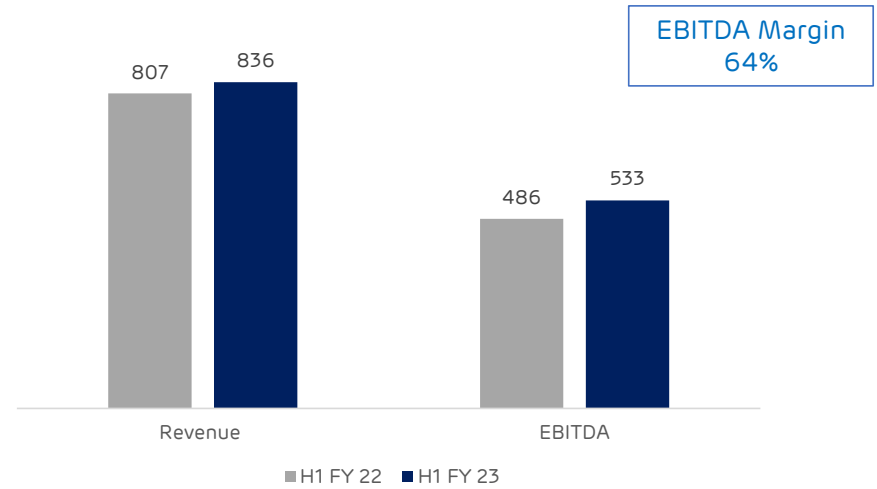
APSEZ: Dhamra port - volume and financials H1 FY23

(YoY, in INR Cr)

Volume (MMT)



Revenue & EBITDA



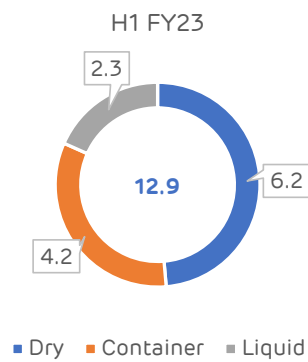
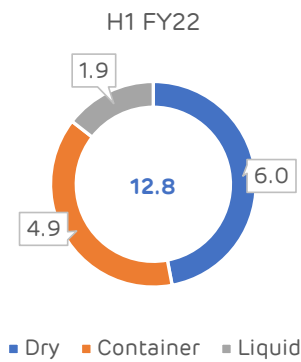
- Cargo increase is driven by jump in coal volumes
- Revenue and EBITDA for H1FY22 excludes one time revenue from land lease payment and expense from jetty construction.

APSEZ: Hazira port - volume and financials H1 FY23

(YoY, in INR Cr)

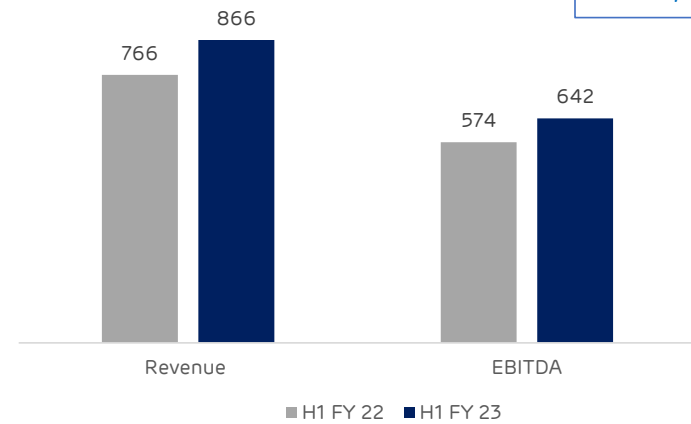
Volume (MMT)

1% ↑



Revenue & EBITDA

EBITDA Margin
74%



- Marginal increase in overall volume
- Revenue and EBITDA growth driven by higher realizations of chemicals

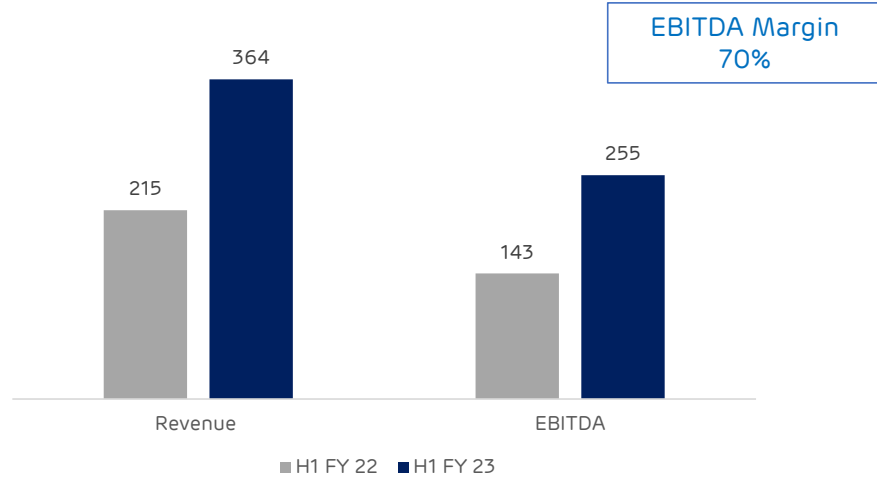
APSEZ: Dahej port - volume and financials H1 FY23

Volume (MMT)

65% ↑



Revenue & EBITDA



- Cargo increase is due to jump in coal volumes
- Revenue increase in line with cargo handling;
- EBITDA margin improvement driven by economies of scale

APSEZ: Kattupalli port - volume and financials H1 FY23

(YoY, in INR Cr)

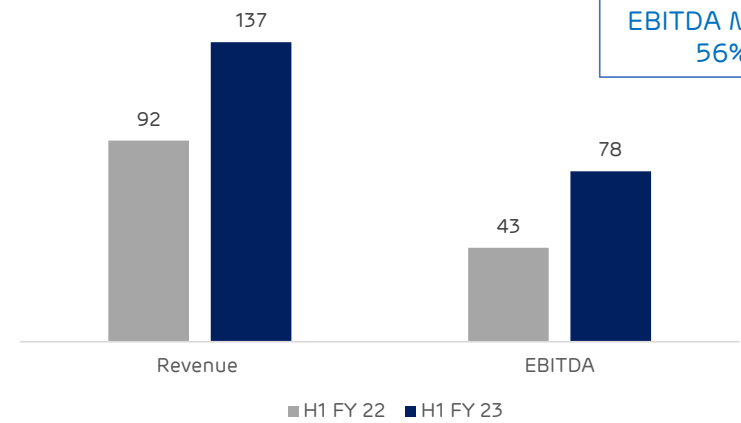
Volume (MMT)

70% ↑



Revenue & EBITDA*

EBITDA Margin
56%

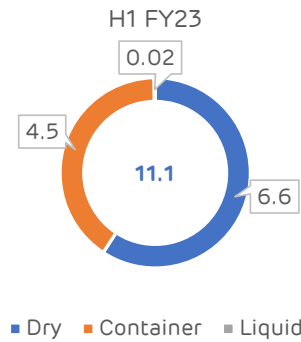
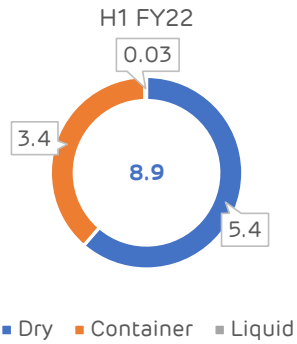


- Container cargo has increased due to addition of two new services by shipping lines
- The margin improvement is due to economies of scale

APSEZ: Terminals at major ports & Dighi - volume & financials H1 FY23 (YoY, in INR Cr)

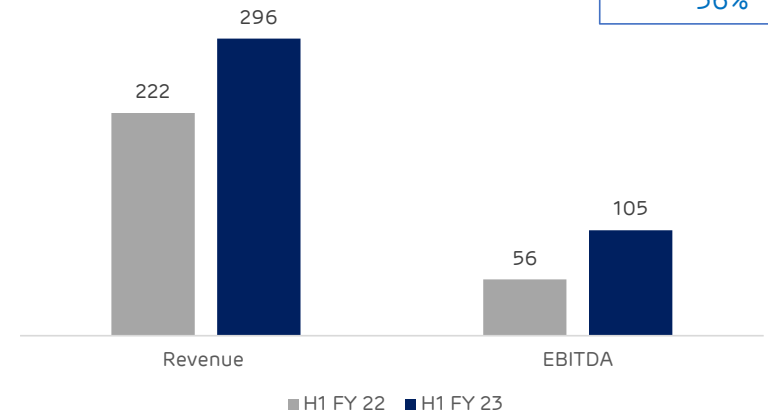
Volume (MMT)

26% ↑



Revenue & EBITDA

EBITDA Margin
56%



- Volume increase is primarily due to increase in container handling at Ennore terminal and dry cargo handling at Tuna terminal
- The margin improvement is due to economies of scale at these two terminals specifically

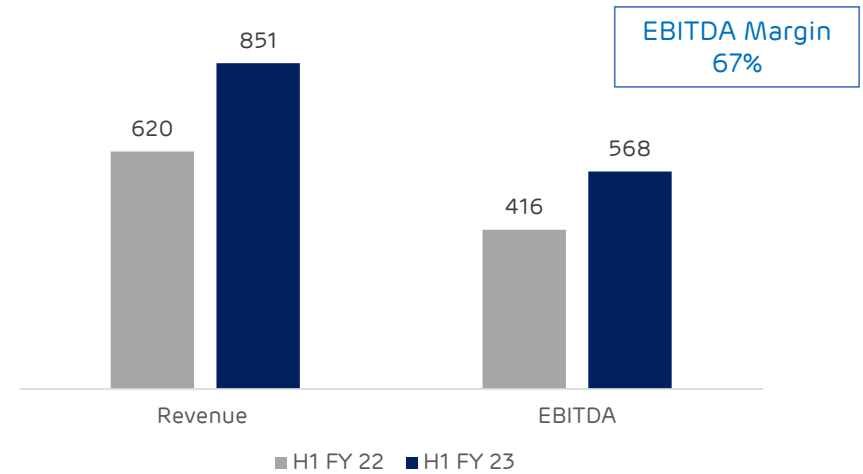
APSEZ: Gangavaram port - volume & financials H1FY23

(YoY, in INR Cr)

Volume (MMT)



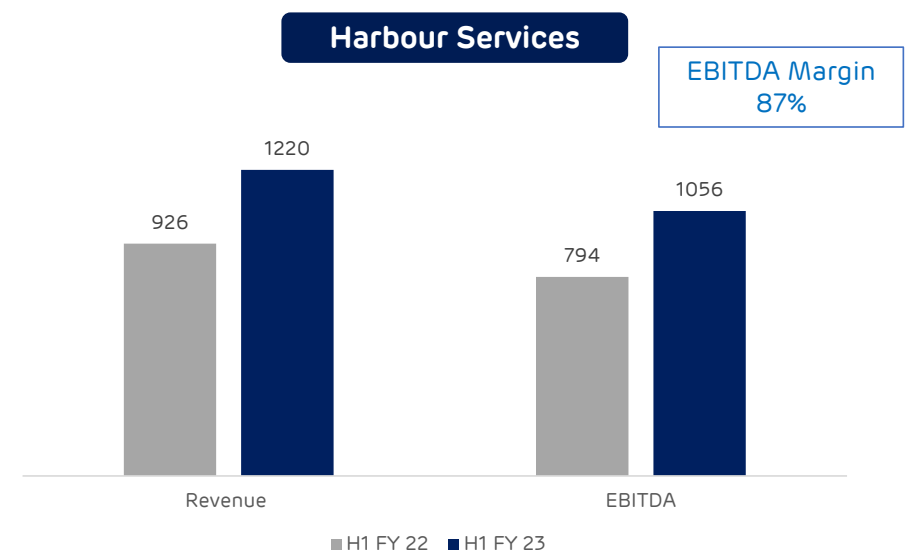
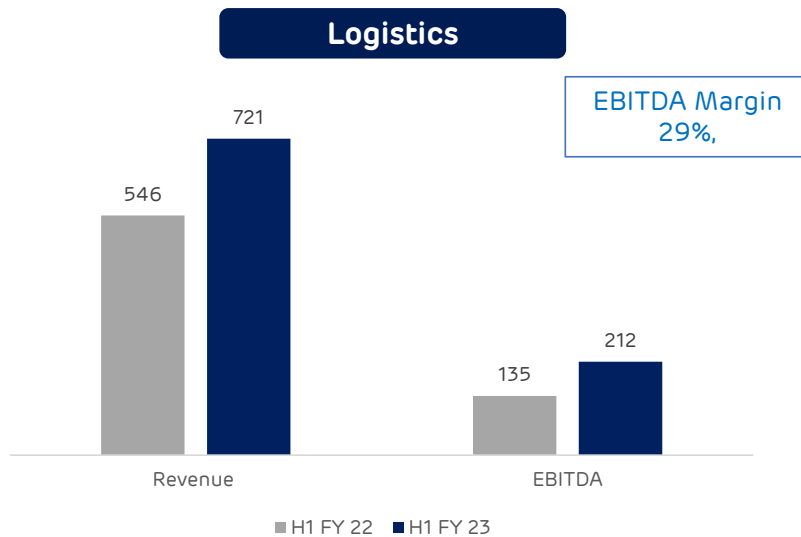
Revenue & EBITDA*



- Increase in cargo volume is due to increase in coal and also other commodities
- Revenue increase is supported by higher volumes and improved realisations primarily from shift in the cargo mix
- Improvement in EBITDA margin supported by economies of scale

APSEZ: Adani Logistics and Harbour services- financials H1 FY23

(YoY, in INR Cr)



- Logistics revenue increased on account of higher rail volume (up 24%) and terminal volume (up 43%)
- Count of trains increased from 75 to 81
- EBITDA margin improvement is on account of higher bulk cargo movement and improved sweating of assets

- Revenue improvement driven by cargo growth and better realizations
- Improvement in margin is constraint due to higher fuel cost
- OSL revenue of INR 249 crore is to be separately added

APSEZ: Consolidated financial performance – SEBI format

CONSOLIDATED UNAUDITED FINANCIAL RESULTS FOR THE QUARTER AND HALF YEAR ENDED SEPTEMBER 30, 2022							(₹ in crore)
Sr. No.	Particulars	Quarter Ended			Half Year Ended		Year Ended
		September 30, 2022	June 30, 2022	September 30, 2021	September 30, 2022	September 30, 2021	March 31, 2022
		Unaudited	Unaudited*	Unaudited*	Unaudited	Unaudited*	Audited*
1	Income						
	a. Revenue from Operations	5,210.80	5,058.09	3,922.85	10,268.89	8,906.05	17,118.79
	b. Other Income	438.11	468.10	569.60	906.21	984.01	2,223.72
	Total Income	5,648.91	5,526.19	4,492.45	11,175.10	9,890.06	19,342.51
2	Expenses						
	a. Operating Expenses	1,414.67	1,257.85	1,031.25	2,672.52	2,679.59	4,842.03
	b. Employee Benefits Expense	233.12	265.50	199.00	498.62	394.48	779.43
	c. Finance Costs						
	- Interest and Bank Charges	634.49	651.22	653.22	1,285.71	1,231.45	2,559.61
	- Derivative (Gain) (net)	(57.44)	(22.07)	(4.02)	(79.51)	(4.71)	(15.69)
	d. Depreciation and Amortisation Expense	854.30	840.42	782.73	1,694.72	1,551.19	3,099.30
	e. Foreign Exchange Loss/(Gain) (net)	369.65	1,201.14	(53.21)	1,570.79	335.45	872.07
	f. Other Expenses	302.75	244.26	209.65	547.01	628.33	1,100.82
	Total Expenses	3,751.54	4,438.32	2,818.62	8,189.86	6,815.78	13,237.57
3	Profit before share of profit from joint ventures and associates and tax (1-2)	1,897.37	1,087.87	1,673.83	2,985.24	3,074.28	6,104.94
4	Share of profit/(loss) from joint ventures and associates (net)	3.02	17.50	(3.48)	20.52	(7.80)	17.39
5	Profit before exceptional items and tax (3+4)	1,900.39	1,105.37	1,670.35	3,005.76	3,066.48	6,122.33
6	Exceptional items (refer note 9)	-	-	(405.19)	-	(405.19)	(405.19)
7	Profit before tax (5+6)	1,900.39	1,105.37	1,265.16	3,005.76	2,661.29	5,717.14
8	Tax Expense (net)	162.98	(72.09)	214.96	90.49	355.02	763.96
	- Current Tax	181.39	(1.15)	226.59	180.24	487.32	824.12
	- Deferred Tax	64.33	18.77	30.52	83.10	14.96	100.67
	- Tax (credit) under Minimum Alternate Tax (MAT)	(83.14)	(89.71)	(42.15)	(172.85)	(147.26)	(160.83)
9	Profit for the period/year (7-8)	1,737.81	1,177.46	1,050.20	2,915.27	2,306.27	4,953.18
	Attributable to:						
	Equity holders of the parent	1,677.48	1,158.28	995.34	2,835.76	2,216.41	4,886.03
	Non-controlling interests	60.33	19.18	54.86	79.51	89.86	67.15
10	Other Comprehensive Income						
	Items that will not be reclassified to profit or loss						
	- Re-measurement Gain/(Loss) on defined benefit plans (net of tax)	3.23	(1.32)	1.34	1.91	0.63	(2.75)
	- Net (Loss) on FVTOCI Equity Securities (net of tax)	-	-	-	-	-	(5.13)
	Items that will be reclassified to profit or loss						
	- Exchange differences on translation of foreign operations	(54.02)	(19.57)	(81.11)	(73.59)	(142.53)	(99.57)
	- Effective portion of loss on designated portion of cash flow hedge (net of tax)	(404.64)	-	-	(404.64)	-	-
	- Share in other comprehensive income/(loss) of joint venture (net of tax)	18.26	2.19	(4.22)	20.45	(10.60)	33.99
	Total Other Comprehensive Income/(Loss) (net of tax)	(437.17)	(18.70)	(83.99)	(455.87)	(152.59)	(73.46)
	Attributable to:						
	Equity holders of the parent	(441.85)	(22.95)	(83.99)	(464.80)	(152.59)	(75.07)
	Non-controlling interests	4.68	4.25	-	8.93	-	1.61
11	Total Comprehensive Income for the period/year (9+10)	1,300.64	1,158.76	966.21	2,459.40	2,153.68	4,879.72
	Attributable to:						
	Equity holders of the parent	1,235.63	1,135.33	911.35	2,370.96	2,063.82	4,810.96
	Non-controlling interests	65.01	23.43	54.86	88.44	89.86	68.76
12	Paid-up Equity Share Capital (Face value of ₹ 2 each)	422.47	422.47	408.35	422.47	408.35	422.47
13	Other Equity excluding Revaluation Reserves as at March 31	-	-	-	-	-	-
14	Basic and Diluted (in ₹) (Not Annualised for the quarter and half year) (refer note 10)	7.77	5.36	4.61	13.13	10.27	22.62

Thank You

Details Annexed in Linked File

1. Port-wise Cargo Volume Break up H1 FY23
2. Ports and Logistics Vertical Key Financial Performance H1 FY23

Please open the file in PDF reader and
double click on the icon to open -



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