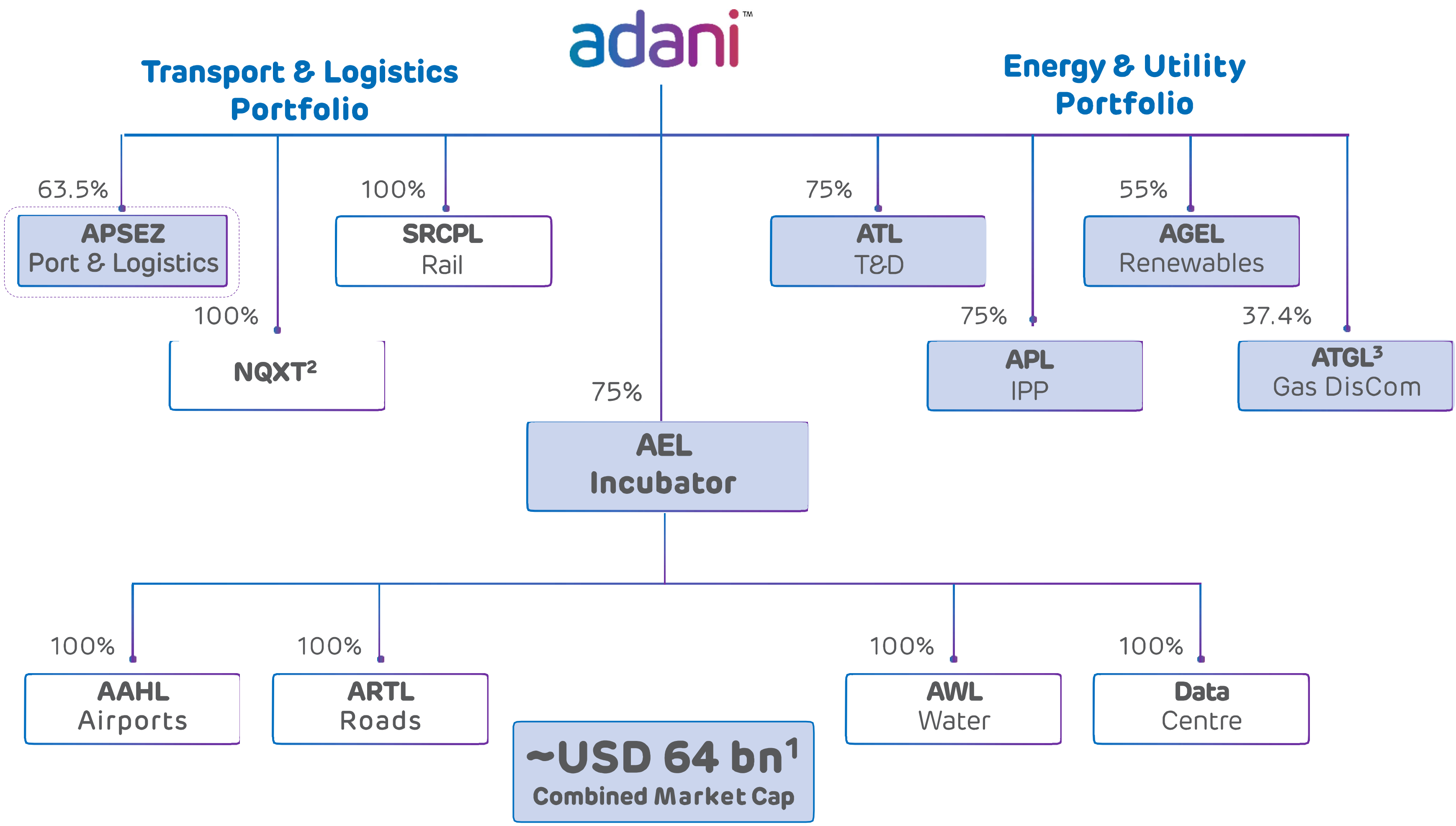
Adani Ports and SEZ Limited

Operational and Financial Highlights

Q3 FY21

Contents

Adani Group: A world class infrastructure & utility portfolio



Adani

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  - **AEML**
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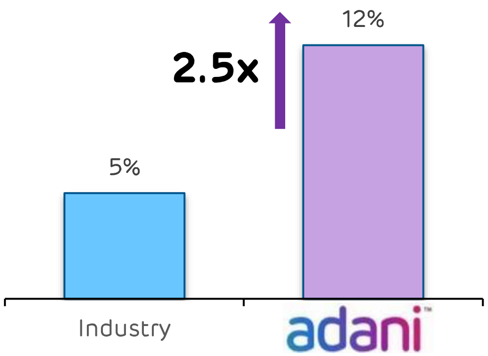
    India
  - **Adani**
    opera
    devel
    the co
- **Locked i**
  - Trans
    Airpo
  - Energ
    Water

Opportunity identification, development and beneficiation is intrinsic to diversification and growth of

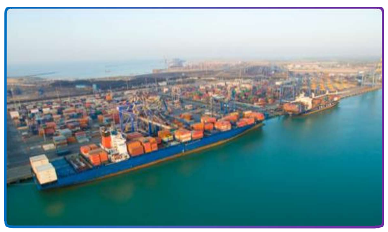
1 . As on Feb 05, 2021, USD/INR – 73 | Note - Percentages denote promoter holding
2. NQXT – North Queensland Export Terminal | Light blue color represent public traded listed verticals
3. ATGL – Adani Total Gas Ltd

Adani Group: Decades long track record of industry best growth rates across se

Port Cargo Throughput (MT)



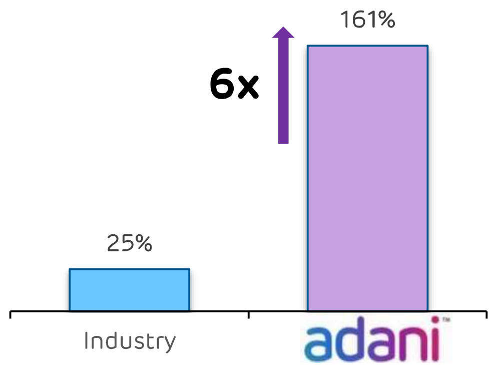
2014	972 MT	113 MT
2020	1,339 MT	223 MT



APSEZ

Highest Margin among Peers globally
EBITDA margin: 70%[1,2]
Next best peer margin: 55%

Renewable Capacity (GW)

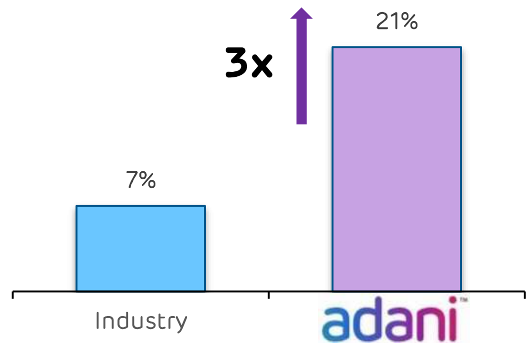


2016	46 GW	0.3 GW
2020	114 GW	14.2 GW[6]

AGEL

Worlds largest developer
EBITDA margin: 89%[1,4]
Next best peer margin: 53%

Transmission Network (ckm)

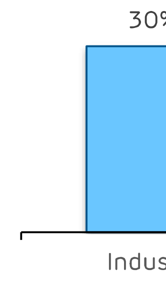


2016	320,000 ckm	6,950 ckm
2020	423,000 ckm	14,837 ckm

ATL

Highest availability among Peers
EBITDA margin: 92%[1,3,5]
Next best peer margin: 89%

CGD



2015	6
2020	2

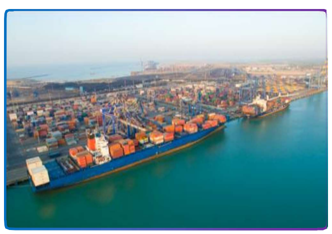
India's La
business
EBITDA m
Among t

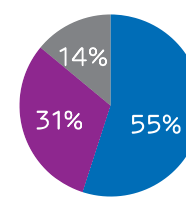
Transformative model driving scale, growth and free cashflow

Note: 1 Data for FY20; 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 sales and exclude other items; 5. Operational EBITDA margin of transmission business only, does not include distribution business. 6. Contracted & awarded capacity 7. CGD – City Gas distribution 8. Geographical Areas - Including JV

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

Phase	Development			Operations	P
Activity	**Origination**	**Site Development**	**Construction**	**Operation**	
	• Analysis & market intelligence • Viability analysis • **Strategic value**	• Site acquisition • Concessions and regulatory agreements • **Investment case development**	• Engineering & design • Sourcing & quality levels • **Equity & debt funding at project**	• **Life cycle O&M planning** • Asset Management plan	
Performance	India's Largest Commercial Port (at Mundra) Highest Margin among Peers	Longest Private HVDC Line in Asia (Mundra - Mohindergarh) Highest line availability	Largest Single Location Private Thermal IPP (at Mundra) High declared capacity of 89%[1]	648 MW Ultra Mega Solar Power Plant (at Kamuthi, TamilNadu) Constructed and Commissioned in nine months	In FY20 internat yield cu **All liste liquidity as a ma**





1. FY20 data for commercial availability declared under long term power purchase agreements;

APSEZ : Transformational journey

Industry

- 2.5x growth compared to market achieved without dilution in equity.
- Growing responsibly with a sustainable approach.
- Integrated logistics solution to customers through a single window mechanism.
- Driving efficiency through introducing mechanization at large scale.

Business

- From a single port single commodity to logistics platform.
- 90% of economic hinterland coverage.
- Business transformation from a port op transport and logistics utility.
- Strategic partnerships to unlock value.

O & M

- Digitization of the platform through technology solutions (e.g. remote operating nerve center)
- Out performed market by providing best in class efficiency - TAT of Mundra is better by 3x that of its peers (1)
- In sourced operations (e.g. in house dredging and marine operations) leading to efficiency and cost reduction.

ESG

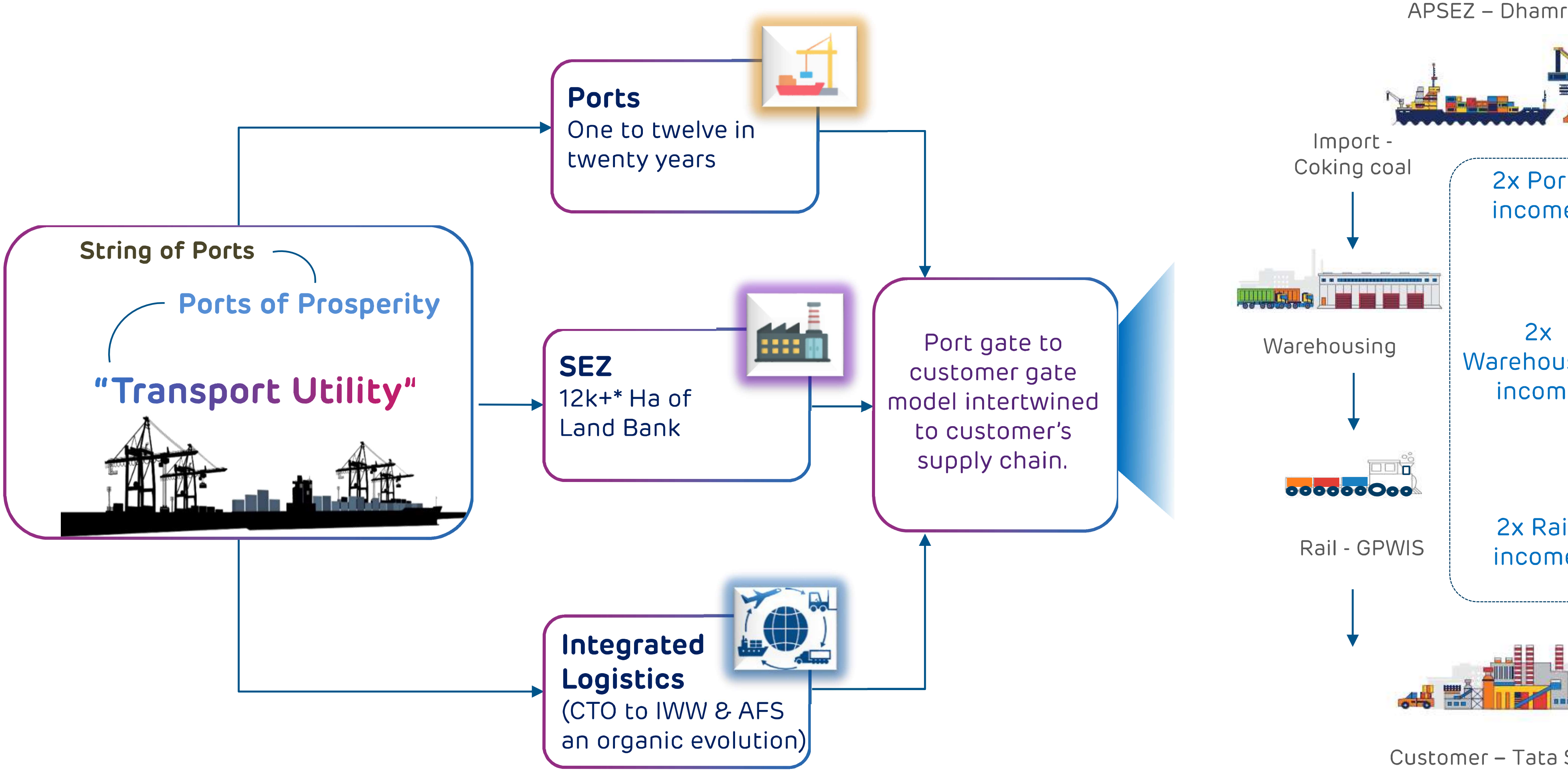
- Formation of Corporate Responsibility
- Independent board
- Risk management through application principles
- Achieving COP21 targets by 2025
- Disclosures as per CDP, TCFD and SBTi

Double digit CAGR in cargo volume in last ten years and 38% CAGR of non Mundra ports in last six yea

(1) Average Turnaround Time (TAT) for Mundra is 0.56 days in FY20 vs 1.95 days for Major Ports in FY19
(2) COSO – Committee of sponsoring organizations

Company Profile

APSEZ : Largest private transport utility



An integrated approach through Ports, SEZ and Logistics creating a multiplier effect

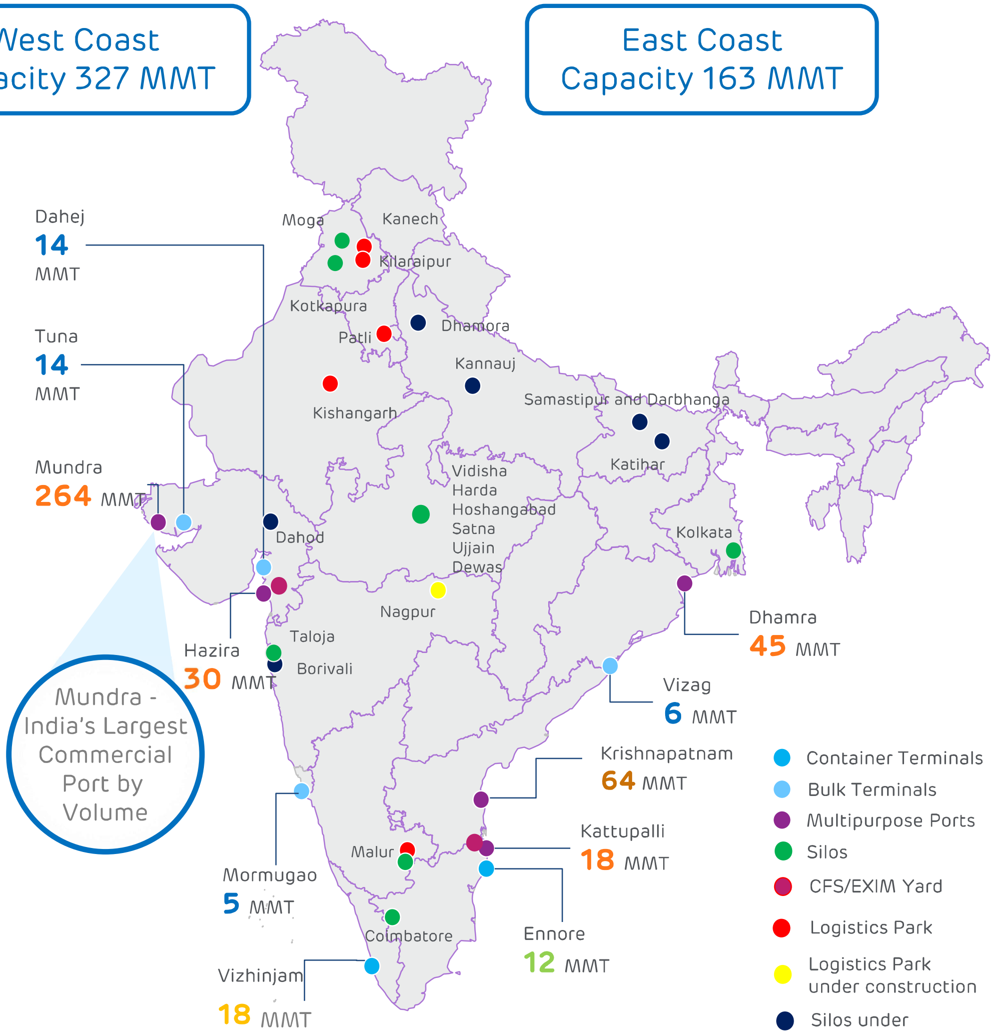
* Includes both SEZ and non SEZ land

APSEZ : Largest private transport utility – Presence across Ports, Logistics and

Largest Network of Ports in India

West Coast
Capacity 327 MMT

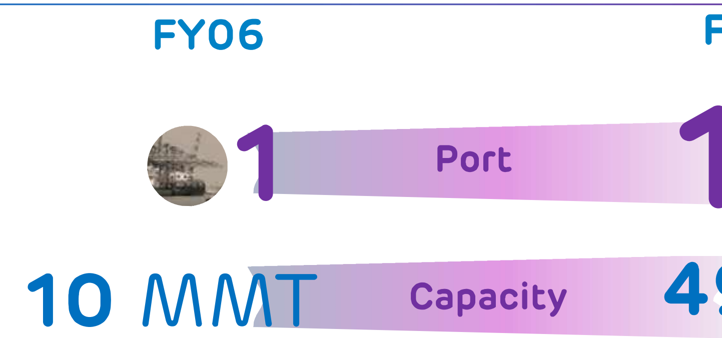
East Coast
Capacity 163 MMT



12 ports serving vast economic hinterland of the country

*Two port under construction (Vizhinjam & Myanmar)

Evolution of APSEZ



Value creation in SEZ & port development strate

- Total land bank of ~12k Hectare
- Bringing customer inside Port gate
- Twin advantage of availability of large contig multi modal connectivity as created by ports.
- Entrenching into customer's supply chain.

Operational and Financial Highlights

APSEZ : Operational highlights – Q3 FY21

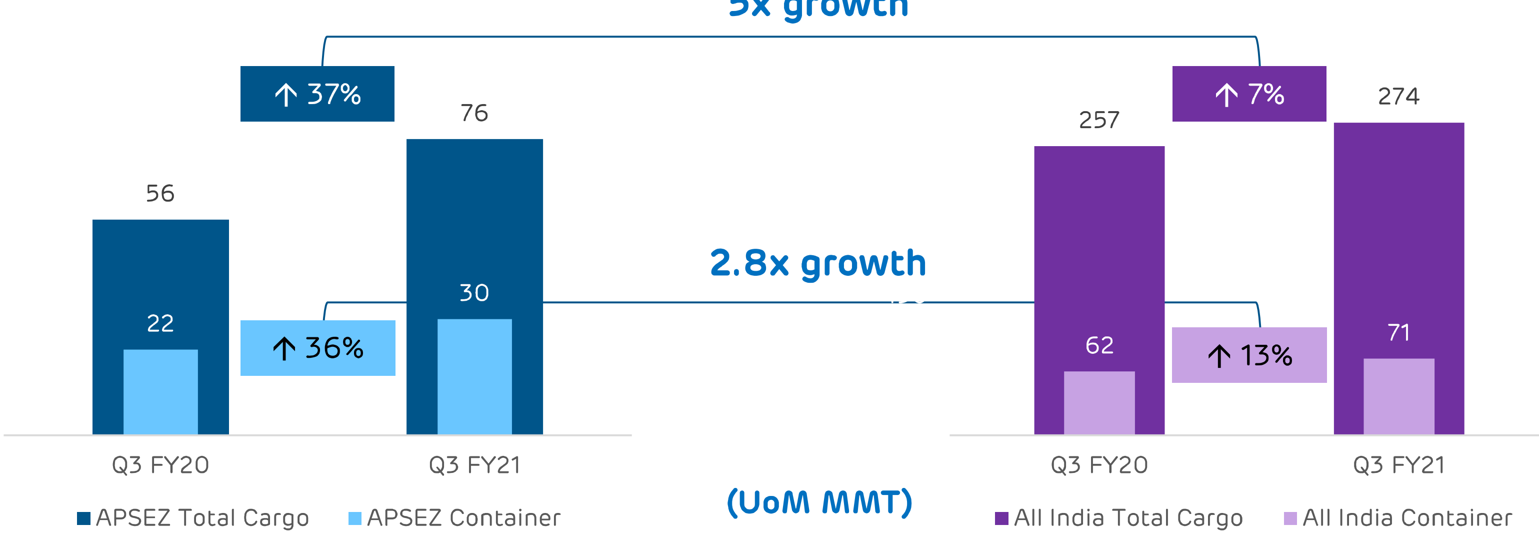
(YoY

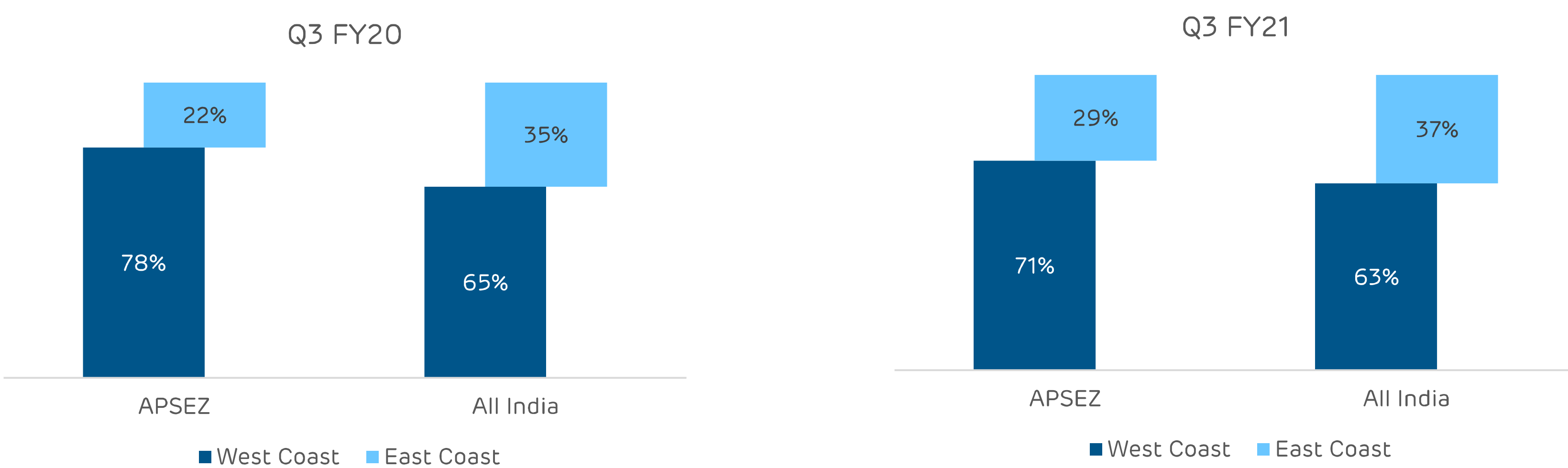
Highest ever quarterly cargo volume of 76 MMT	**37%**
Volume excluding Krishnapatnam Port was 67 MMT	**20%**
APSEZ's Market share in cargo volume at 28%.	**630 bps**
APSEZ's market share in container segment at 43%.	**700 bps**

- Double-digit growth in all types of cargo.
- Dry bulk grew by 42%, container by 36% cargo including crude by 24%.
- Double digit growth : Mundra 25%, Dahej 14% and Dhamra 10%.
- Mundra for third consecutive quarter sur volume handled by JNPT (handled 1.59 m compared to 1.29 mn TEUs handled by JN
- Market share Mundra in all India contain increased to 33%.
- LPG and LNG volume registered growth o 10% respectively over Q2 FY21.
- Five new container services added acros Hazira and Kattupalli will add 340,000 T

APSEZ : Cargo volume comparison – Q3 FY21

(YoY

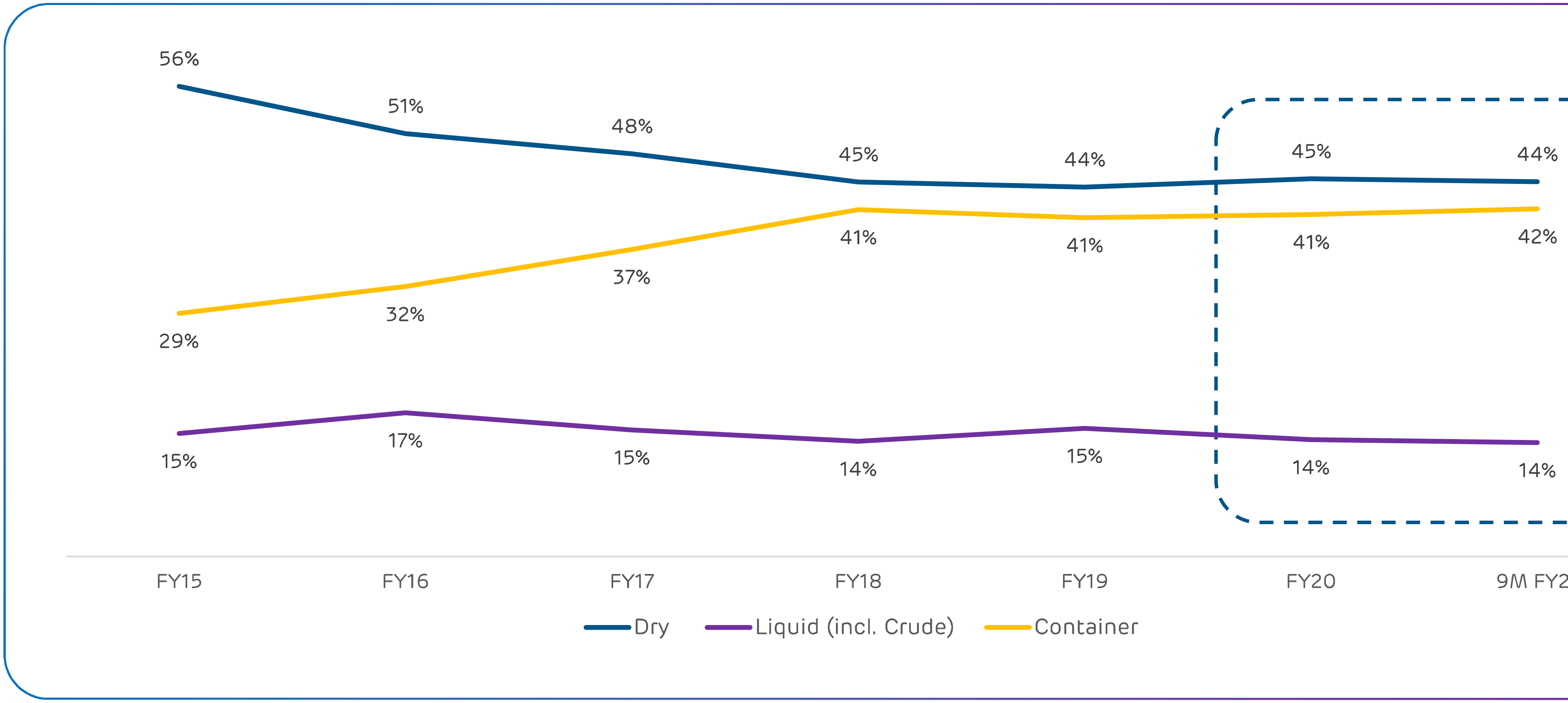




- Higher cargo vol
compared to all
  - higher grow
36% and li
24%
  - Also aided
~54%.
  - Enhanced
acquisition
port.
- East coast - wes
improved (to 29

**As per internal estimates. Excluding non Adani and coastal LNG, LPG Volume

APSEZ : Balanced cargo composition



Balance in cargo mix underscores our ability to handle all types of cargo

APSEZ : Financials highlights – Q3 FY21

Operating revenue at Rs.3,746 cr.	**12%** ↑
EBITDA* at Rs.2,488 cr.	**9%** ↑
Port revenue at Rs.3,279 cr.	**35%** ↑
Port EBITDA* at Rs.2,351 cr.	**38%** ↑
Logistics revenue at Rs.259 cr.	**8%** ↑
Logistics EBITDA at Rs.67 cr.	**16%** ↑
PBT at Rs.2,013 cr.	**16%** ↑
PAT at Rs.1,577 cr.	**16%** ↑
Nine month FCF^ at Rs.4,238 cr.	**227%** ↑

P&L (YoY)

- On the back of 37% growth of cargo volu revenue grew by 35% and port EBITDA b
- Optimal utilization of resources helped i Port EBITDA margin by 140 bps to 71.7%
- Logistics EBITDA margin improved by 16
- EPS at Rs.7.69.

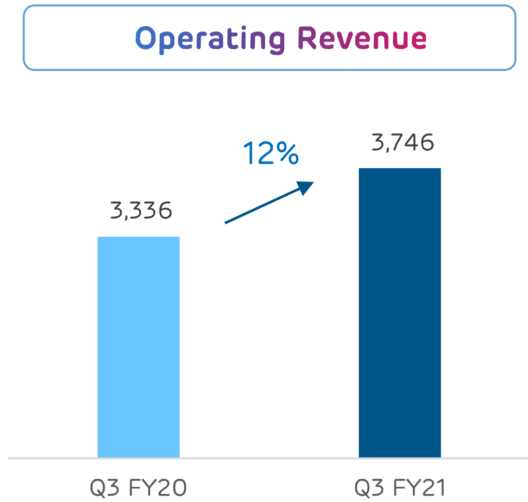
ESG & Awards

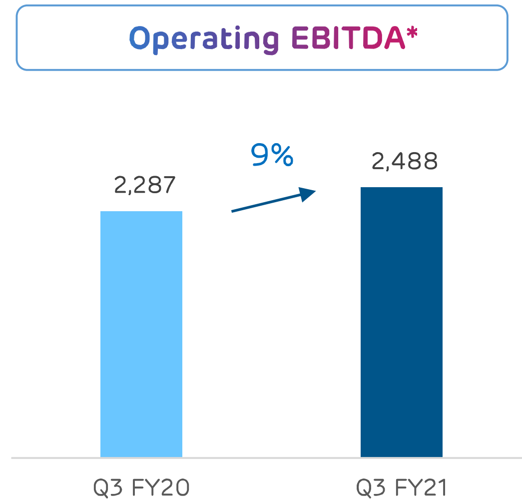
- APSEZ ranked 14th globally out of 102 c the transportation and transportation i sector by Dow Jones Sustainability Eme Index.
- Dhamra port received "Winner Award" i Greentech Environment Awards 2020.

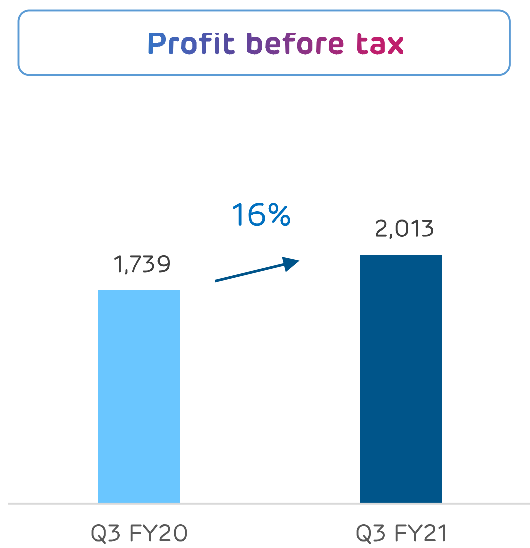
*EBITDA excludes forex gain of Rs.206 cr. in Q3 FY21 vs. forex loss of Rs.145 cr. in Q3 FY20
^Free cash flow = Cash flow from operations after adjusting for working capital changes, Capex and net interest cost)

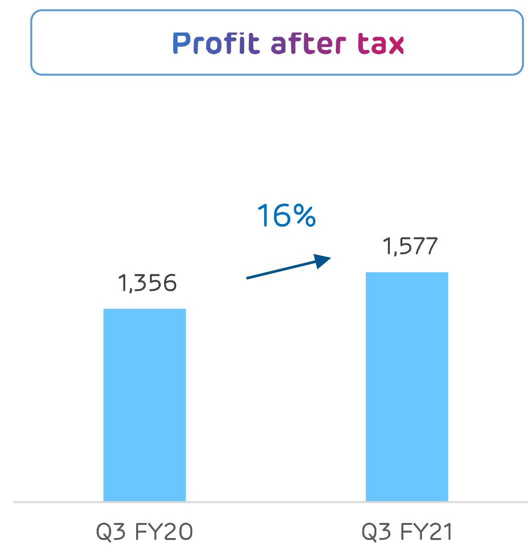
APSEZ : Financials – Q3 FY21

(YoY









- Operating Revenue
on the back of grow
revenue of 35% and
logistics revenue of
- EBITDA growth low
growth due to lowe
- PBT and PAT growt
higher EBITDA and

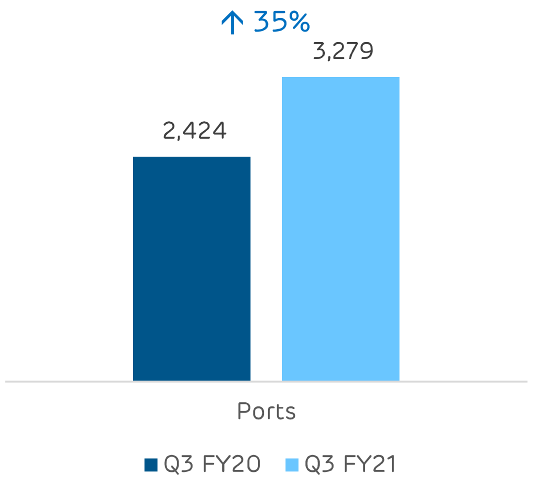
*EBITDA excludes forex gain of Rs.206 cr. in Q3 FY21 vs. forex loss of Rs.145 cr. in Q3 FY20

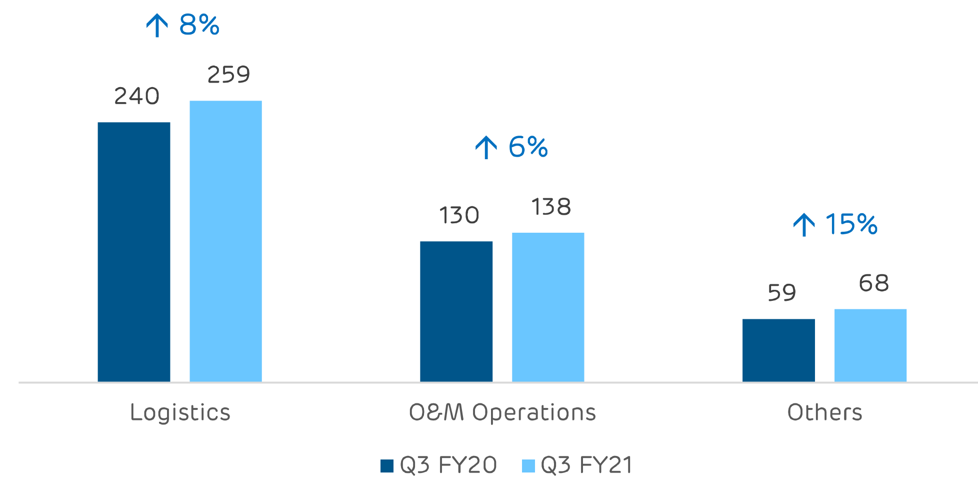
^ SEZ Revenue at Rs.2 cr. in Q3 FY21 (vs. Rs.484 cr. in Q3 FY20) and EBITDA at Rs.2 cr. (vs Rs.445 cr. in Q3FY20)

APSEZ : Segment wise Operating Revenue & EBITDA* - Q3 FY21

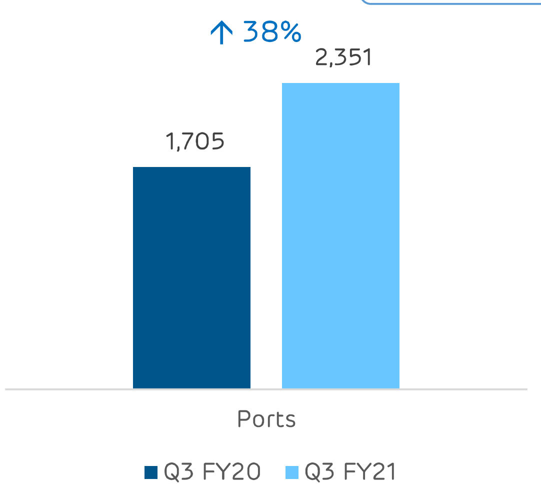
(YoY

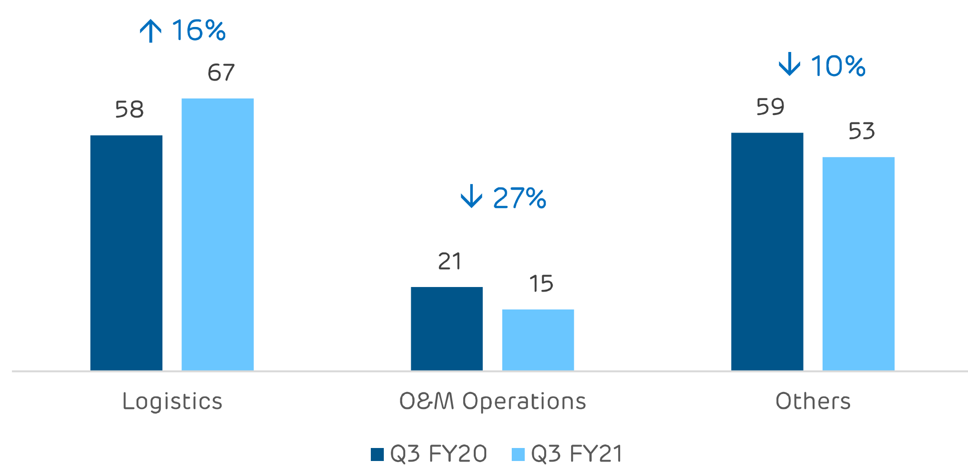
Segment wise – Operating Revenue





Segment wise – Operating EBITDA





* EBITDA excludes forex

- Port revenue growth
  37% growth in cargo
- Growth in port reven
  cargo volume growth
  handled at JV termin
  consolidated.
- Port EBITDA growth
  cargo composition.
- Port EBITDA margin
  to 71.7% due to opera
  and better cargo mix
- Logistics margin imp
  26%.
- Increase in logistics
  due to high realizati
  routes and discontin
  realization, low marg

Environment Social & Governance and CSR

Focus Areas

- Committed to reduce carbon emission and become carbon neutral by 2025.
- Efficient use of water and energy from cleaner sources
- Reduction of emission levels
- Zero tolerance for fatalities at ports

APSEZ : ESG update Q3 FY21

Quarterly Performance

Energy Intensity*
3 % ↑
186 GJ/Revenue

Emission Intensity*
2 % ↓
24 tCO2e/Revenue

Water Intensity*
0.5 % ↑
0.32 ML/Revenue

Waste Management*
97%
Managed through 5R

Initiatives till da

Wind Energy #
6 MW

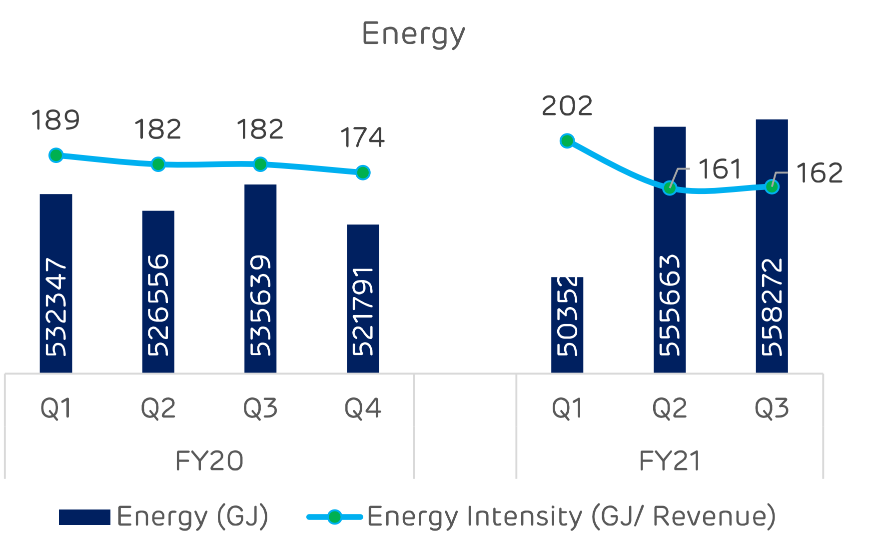
Terrestrial Plantation
1.1 Million
Trees Planted

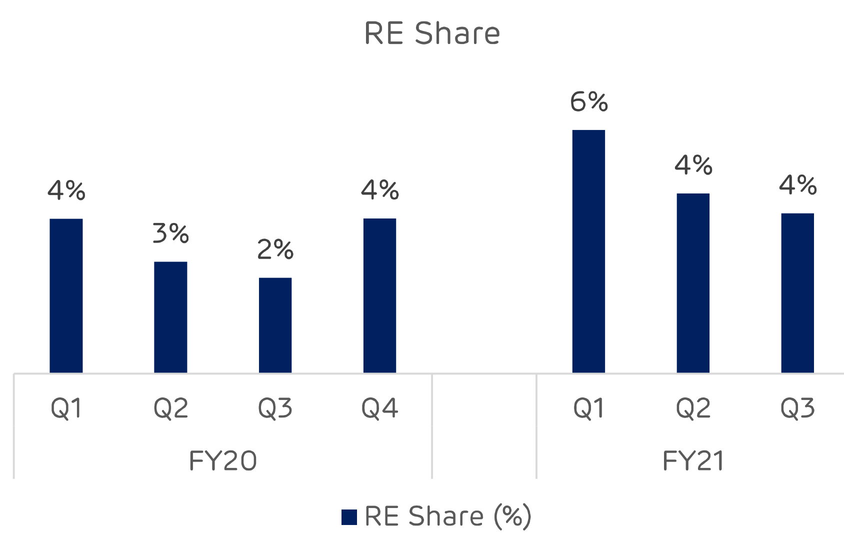
Current ESG Rating

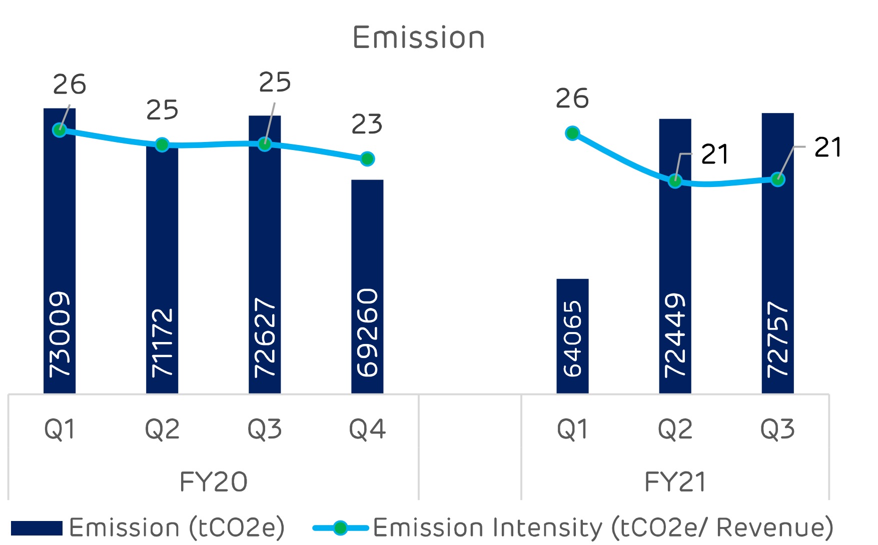
- DJSI – ESG Score improved to 64/100 from 25/100 in 2019
- CDP – Climate Change Score improved to “B-” from “C+” in 2019
- CDP – Obtained an initial Water Security Score “B”, which is same as Asia regional average
- Sustainalytics - ESG Risk Rating improved to “Low” from “Medium” in 2019
- MSCI – ESG Rating ‘CCC’

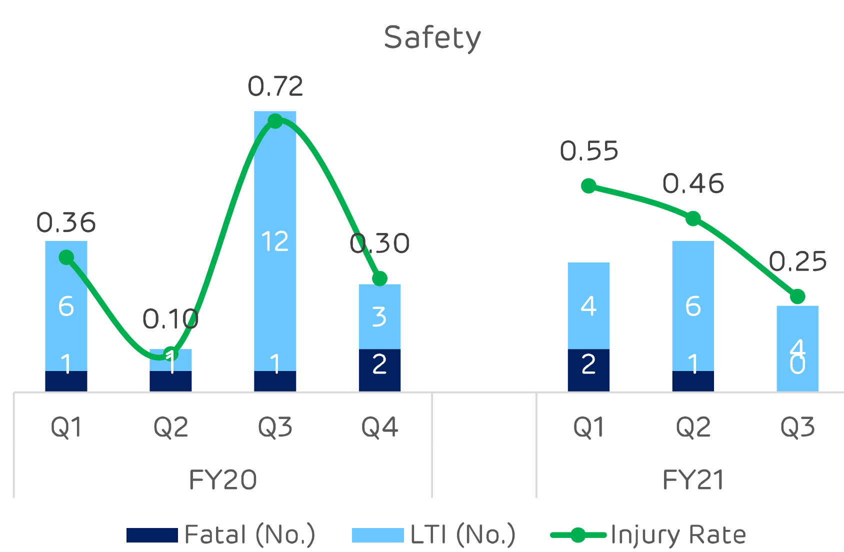
*Compared to Q3 FY20 #Current Capacity

APSEZ : ESG performance trend





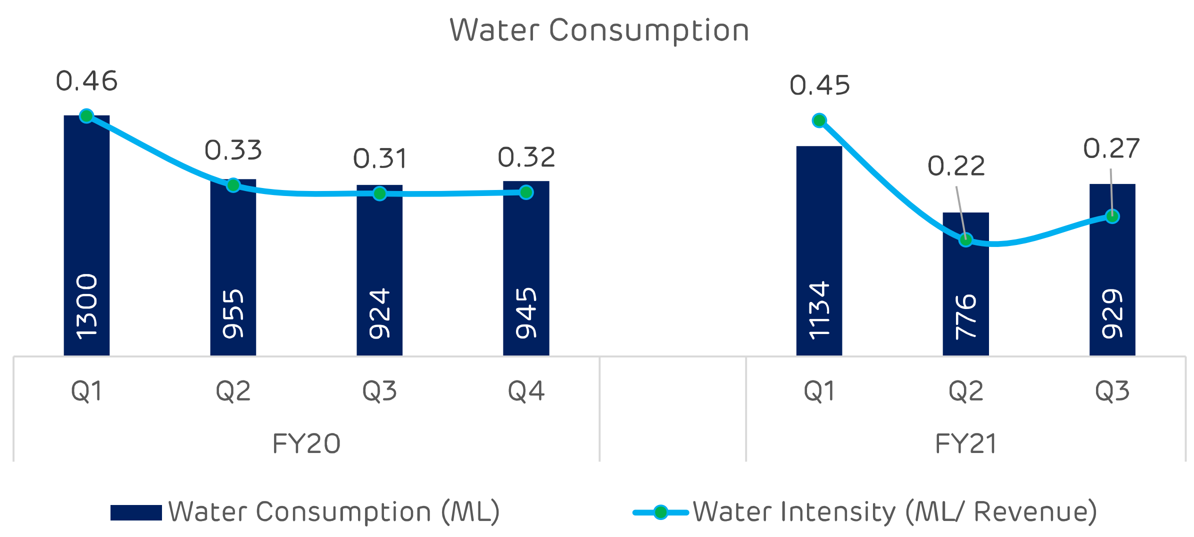


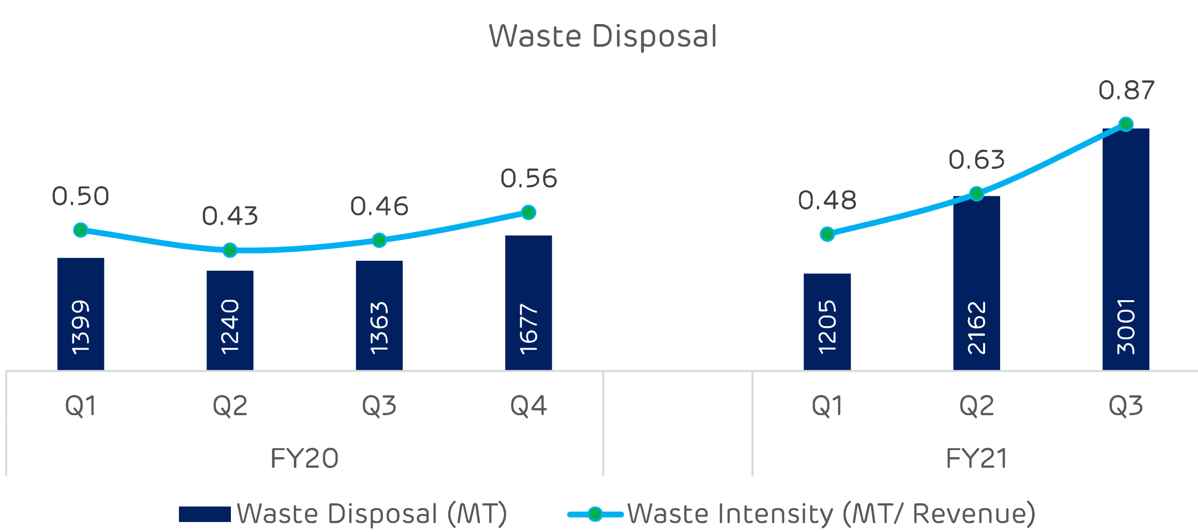


Q3 FY21

- 69% in
  share i
  2% dec
  Intensi
- Energy
  by 3% a
  was low
  volume
- **Safety**
  time in
  contrac

APSEZ : ESG performance





Q3 FY21 (YoY basis)

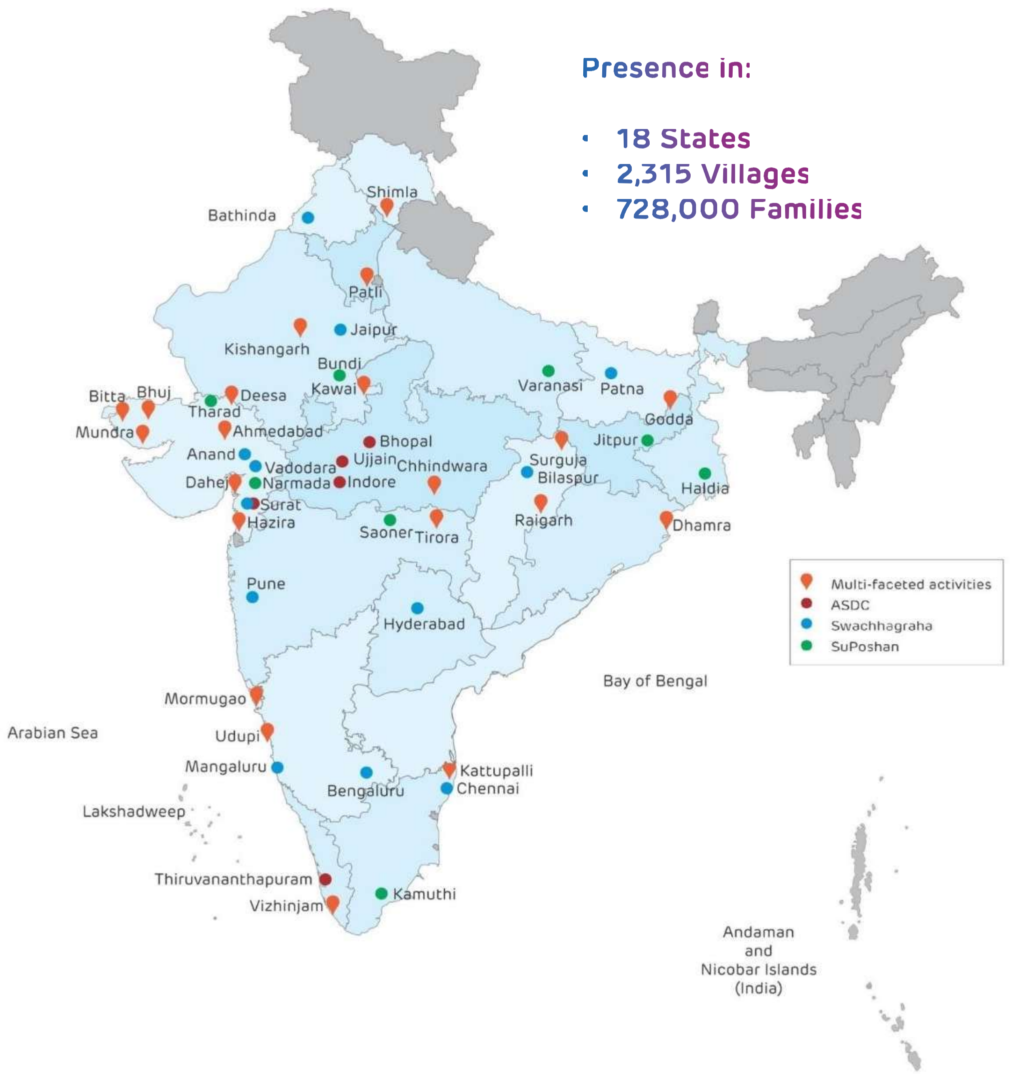
- **162** ML of treated
reused by horticu
gardening.
- Water intensity ha
marginally by 0.5
increased cargo v

APSEZ : CSR activities enabling social transformation

Adani Foundation's presence across India

Presence in:

- **18 States**
- **2,315 Villages**
- **728,000 Families**



ASDC: Adani Skil Development Centre; **Swachagraha**: a movement to create a culture of cleanliness
SuPoshan: A movement to reduce malnutrition among children

Social Initiatives through Adani Foundatio

- Education
- Community Health
- Sustainable Livelihood
- Community Infrastructure

Inclusive Growth, Safety & Other Initiati

- Hiring a **diversified pool of talent with due repres population**
- **Inclusive growth** of employees/ workers along wit
- **Ensuring safety and well-being** of employees/ wor
  - 10204 safety trainings arranged over 2503 FY21
- **Barren/Non-cultivated land used for plants** preve livelihood
- **Land beneficiaries compensated at market deter**

1. Adani Foundation leads various social initiatives at Adani Group

APSEZ : Outlook FY21

Volume	❖ In the range of 225 MMT - 230 MMT excluding KPCL. ❖ KPCL volume in H2 FY21 to be around 20 MMT. ❖ Mundra ~142, Hazira ~22, Dhamra ~32 and Kattupalli ~ 9 to 10 MMT.
Revenue	❖ Consolidated revenue expected to be around Rs.12,700 cr. ❖ Port revenue to be around Rs.10,800 cr. ❖ Logistics revenue to be around Rs.1,000 cr.
EBITDA	❖ EBITDA expected to be around Rs.8,200 cr. ❖ Port EBITDA margin to continue around 71%.
Capex	❖ Capex to be around Rs.2000 cr. (incl. maintenance Capex of around Rs.500 cr.)
Cash Flow	❖ Free cash from operations (after adjusting for working capital changes, Capex and net interest cost) to be around ~Rs.5,600 cr.
Net Debt to EBITDA	❖ Expected to be in our target range by FY21.

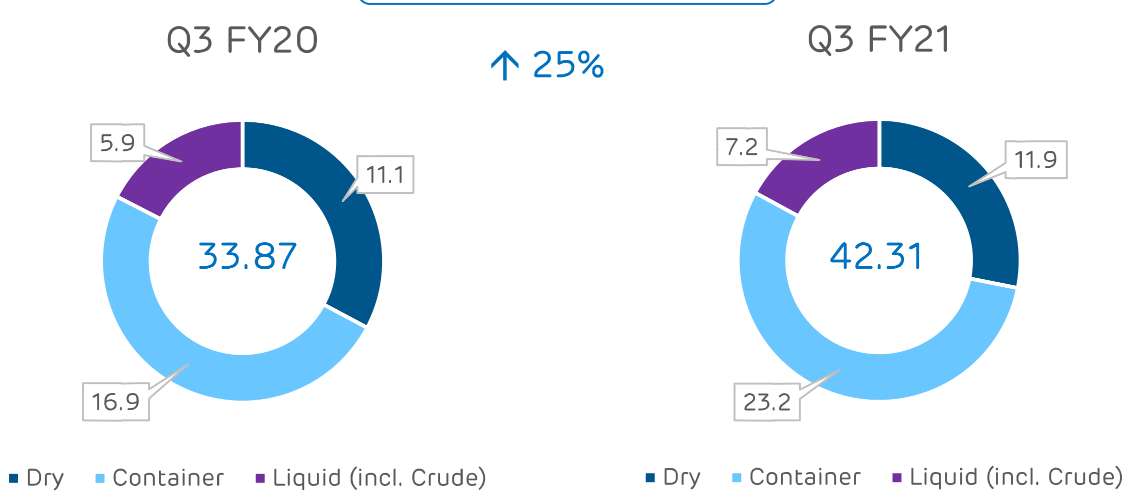
Annexures

- Port wise cargo and financial details
- Operational and Financial highlights 9M FY21
- ESG philosophy
- Results - SEBI Format
- Annexed File – Cargo and Financial Details

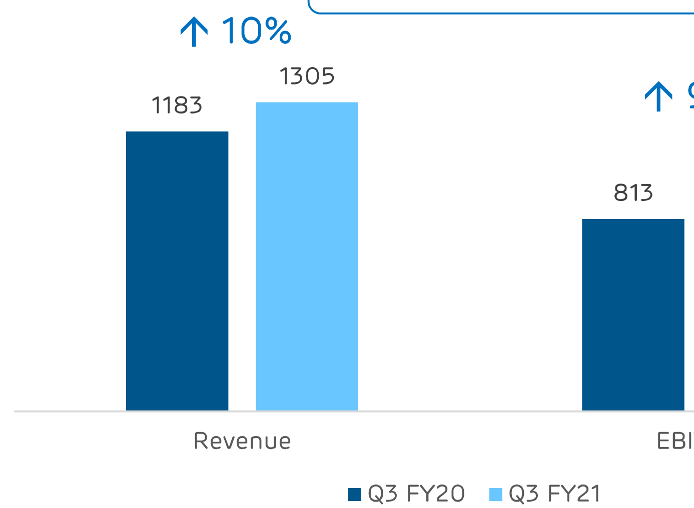
ASPEZ : Mundra port cargo volume – Q3 FY21

(YoY

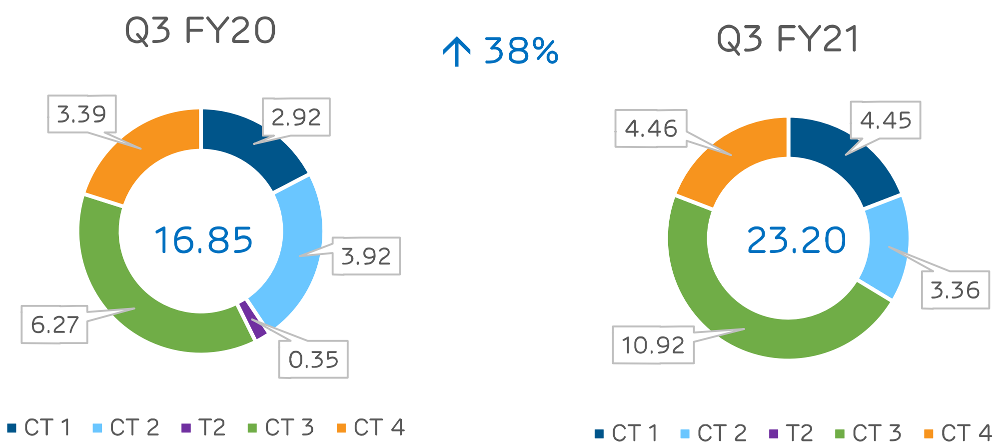
Total Volume (MMT)



Revenue & EBITDA*



Container Volume Break up (MMT)

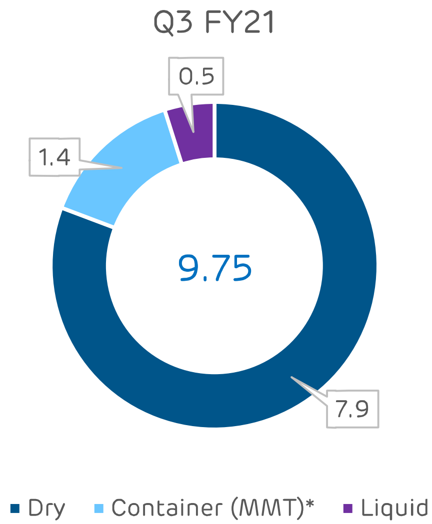


- Continues to be the largest container hand (handled 1.59 mn TEUs vs. 1.29 mn TEUs by
- New container service added - INGWE and add 181,000 TEUs p.a.)
- Growth in Revenue and EBITDA lower than growth due to higher volume handled by JV overall cargo and 9% of container.

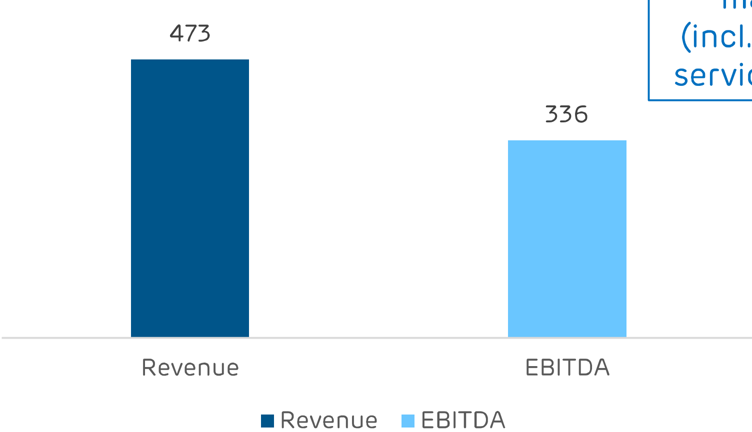
APSEZ : Krishnapatnam port - volume and financials Q3 FY21

(Rs

Volume (MMT)



Revenue & EBITDA*



EBITDA margin (incl. marine services) 71%

EBITDA margin expanded from 54% in Jan '20 to 7

De-bottlenecking of current capacities and better utiliz improvement in realization through -

- Operational process re-engineering
- Higher revenue generation by redefining custom

Drive to re orient the operational contracts and costs ir resulted in higher efficiencies and cost control through

- Redefining vendor contracting process

Rationalization of overheads –

- Benchmarking to APSEZ standards
- Identifying and eliminating redundancies

Resulted in consistent EBITDA improvement of ~Rs.3 without incremental Capex

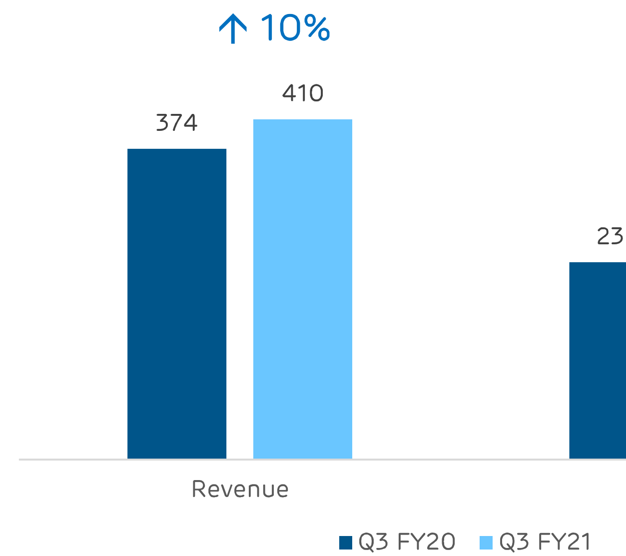
* EBITDA excludes forex | Note - APSEZ acquired Krishnapatnam Port in October of 2020, which is now consolidated, hence the financial numbers of Q3 of FY21 are not comparable to Q3 of FY20.

APSEZ : Dhamra port - volume and financials Q3 FY21

(YoY

Volume (MMT)

Revenue & EBITD



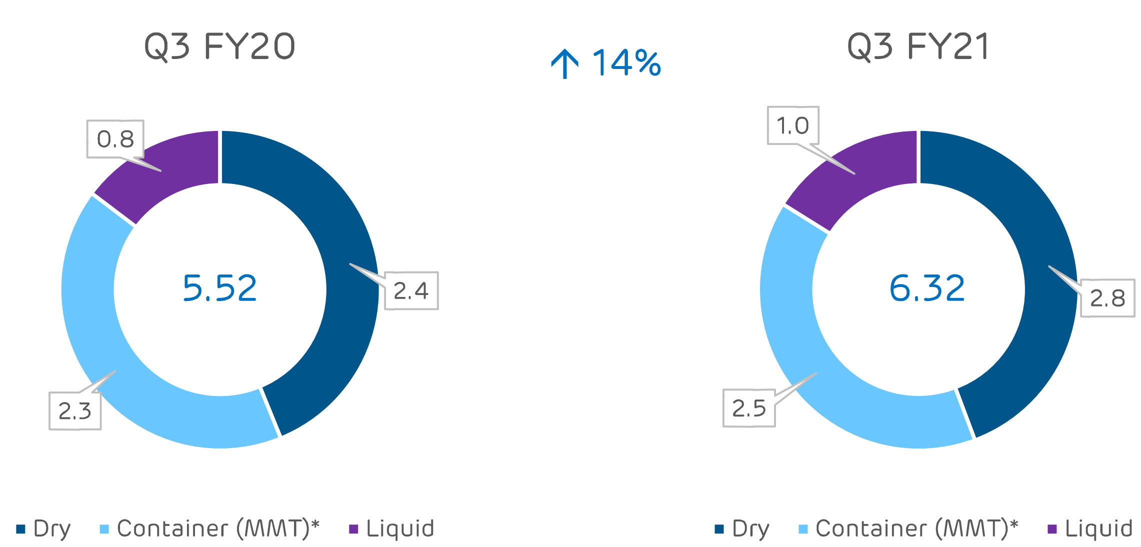
- Highest ever cargo volume in a quarter.
- EBITDA growth of 14% in line with cargo growth.
- EBITDA margin increased by 250 bps to 66% due to operational efficiencies.
- Five new contracts signed for handling products like IOF, IOP, Slag and Gypsum – amounting to a total volume of ~9 MMT p.a.

* EBITDA excludes forex

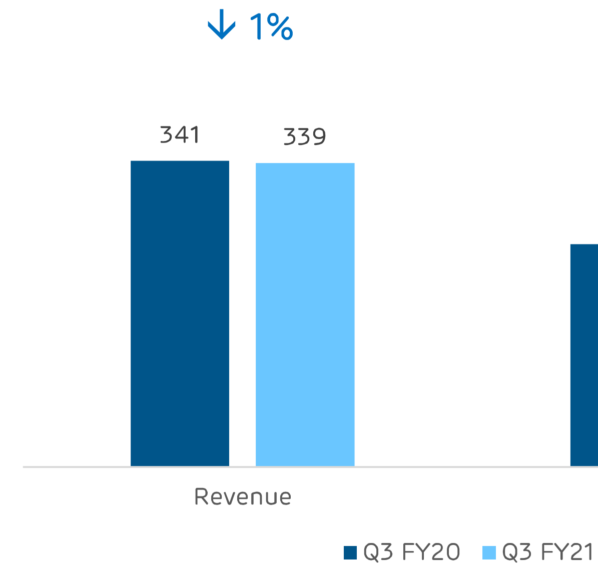
APSEZ : Hazira port - volume and financials Q3 FY21

(YoY

Volume (MMT)



Revenue & EBITD



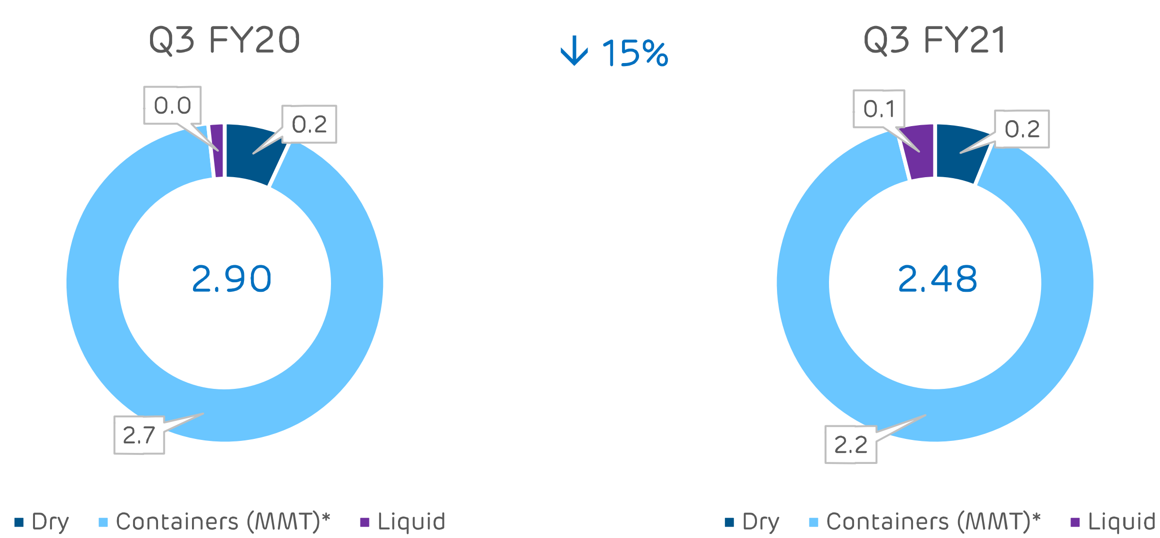
- Growth in Liquid cargo of 24%, Dry cargo of 18%, and Container of 9%.
- New services – Blue Nile and Arabian Star (138,000 TEUs on an annual basis).
- Revenue growth not in line with cargo growth as Q3 FY20 revenue had a one time component of Rs.18 cr. of MGT^ and change in realization due to change in cargo mix in Q3 FY21.
- EBITDA margin improved due to :
  - operational efficiencies, strict control over cost and lower maintenance dredging of Rs.7 cr
  - higher apportionment of fixed cost and lower donation of Rs.8 cr.

* EBITDA excludes forex | ^Minimum guaranteed tonnage

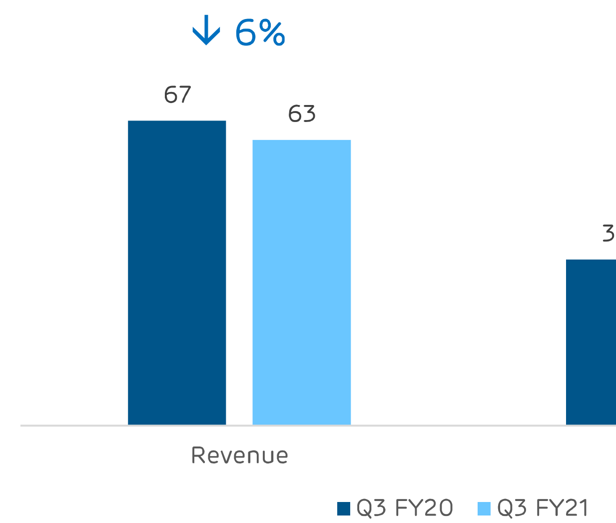
APSEZ : Kattupalli port - volume and financials Q3 FY21

(YoY

Volume (MMT)



Revenue & EBITD



- Cargo volume was lower by 15% due to continued impact of COVID19 in the Chennai clus
- However, cargo volume recovered by 9% on QoQ basis.
- Decline in Revenue was lower than decline in cargo due to handling of higher liquid cargo and better realization in containers.
- EBITDA margin improved by 540 bps to 60% on account of better cargo mix and higher liquid cargo handling.

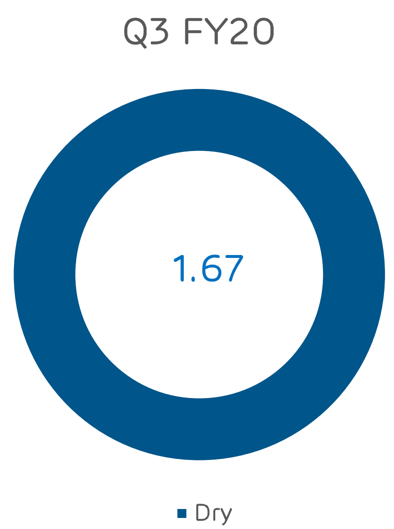
* EBITDA excludes forex

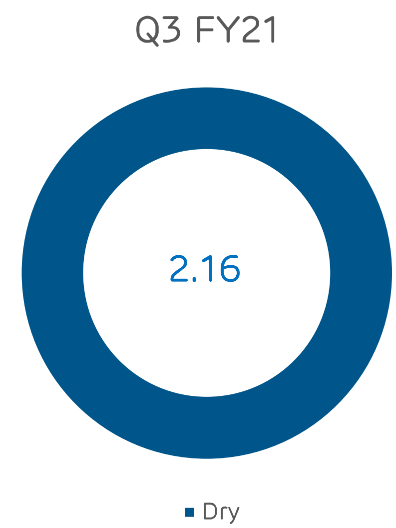
APSEZ : Dahej port - volume and financials Q3 FY21

(YoY

Volume (MMT)

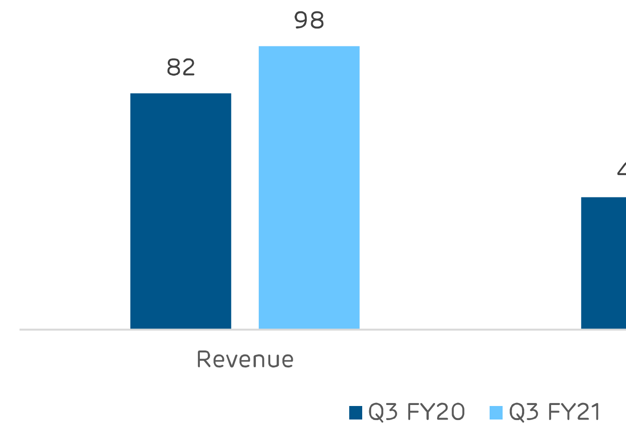
↑ 29%





Revenue & EBITD

↑ 20%



- Growth in revenue is lower due to increase in low realization trading coal volume.
- EBITDA growth higher than revenue growth on account of operating efficiency.
- EBITDA margin up 380 bps to 60% due to savings in operating costs and operating leverage.

* EBITDA excludes forex

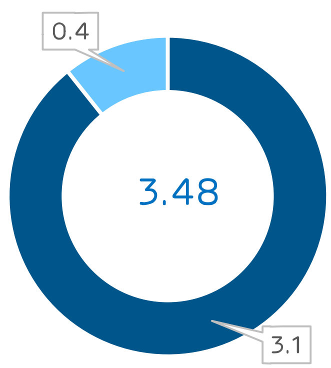
APSEZ : Terminals at major ports - volume and financials Q3 FY21

(YoY

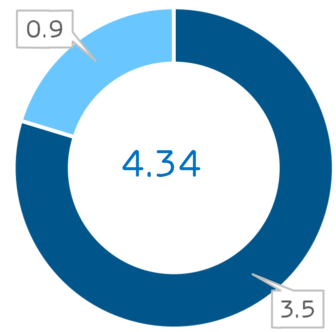
Volume (MMT)

↑ 25%

Q3 FY20

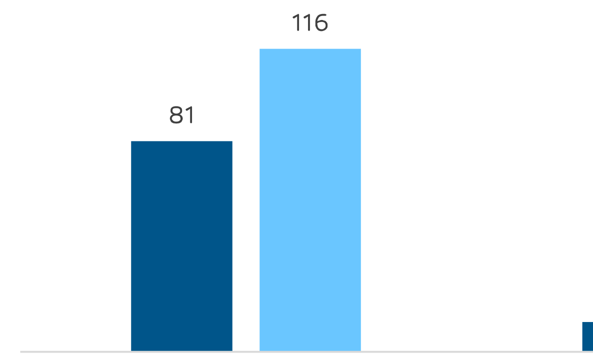


Q3 FY21



Revenue & EBITD

↑ 44%



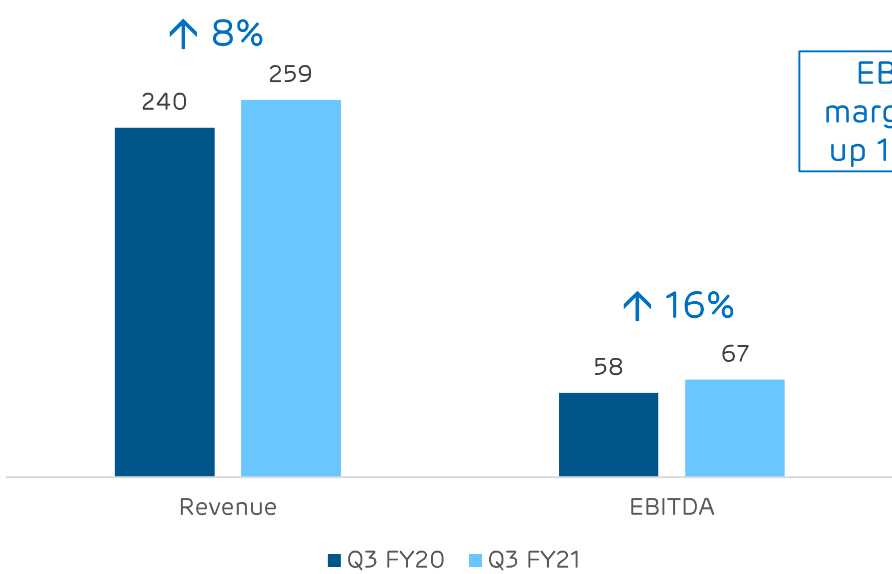
- Higher container volume at Ennore and higher dry cargo at Tuna.
- Revenue growth aided by higher container volume.
- EBITDA grew by 204% due to higher volume, higher realization and lower cost.
- EBITDA margin increased from 14% to 30% due to change in cargo mix.

Higher volume led to significant EBITDA increase

* EBITDA excludes forex

APSEZ : Adani Logistics and Harbour services - financials Q3 FY21 (YoY

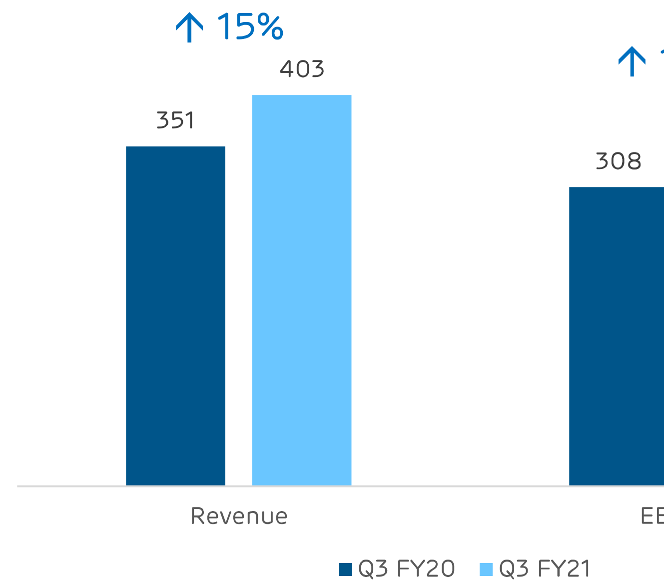
Logistics



EBITDA margin 26% up 160 bps

- Increase in logistics revenue and EBITDA due to high realization, high margin new routes and discontinuation of low realization, low margin routes.
- Margin improved by 160 bps to 26% due to higher logistics income with better realization.

Harbour Services



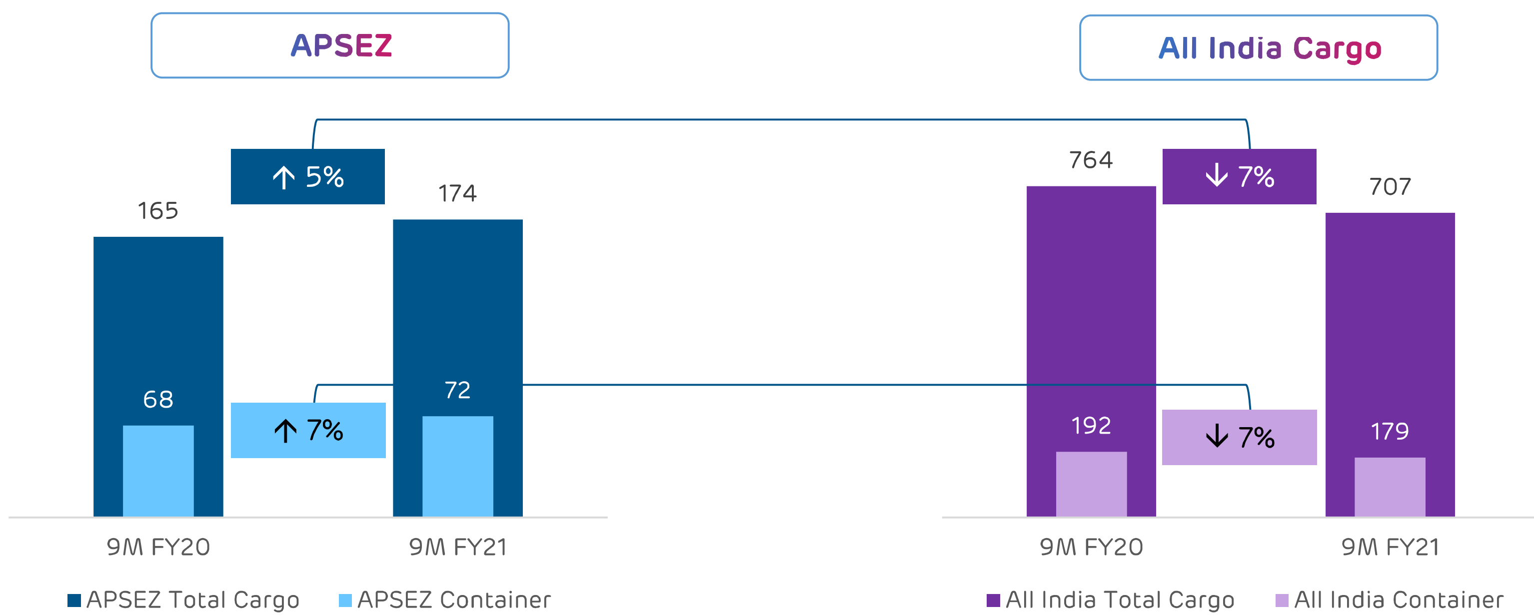
- Revenue and EBITDA does not inclu marine operations at Krishnapatnam

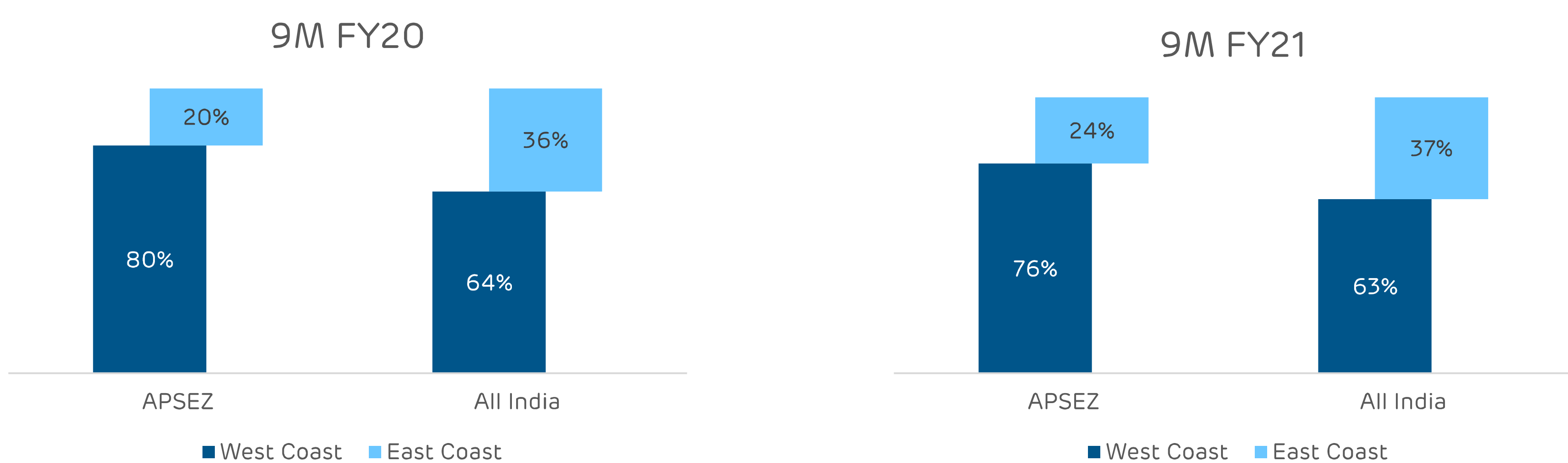
* EBITDA excludes forex | Note - Harbour services include the marine activities (like pilotage and tug hire) at the port locations (Mundra, Hazira, Dahej, Kattupalli and Dhamra)

9M FY21 Financials

APSEZ : Cargo volume comparison – 9M FY21

(MM



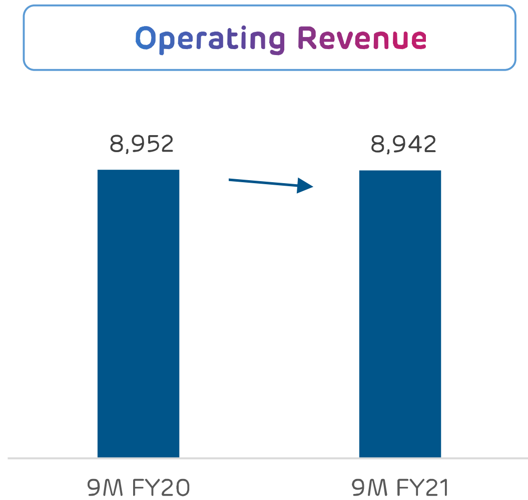


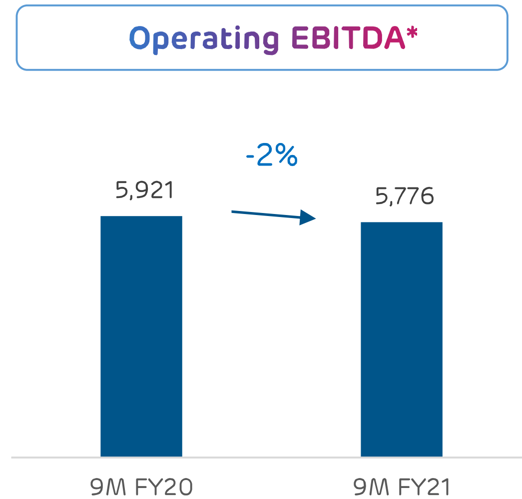
- APSEZ registere
India cargo conti
growth.
- APSEZ's cargo vo
account of :
  - Higher grov
our larger p
  - Addition of
  - Above grow
~57% sticky
- Growth is led by
grew by 7% and l
grew by 8%.
- East coast west
improved (to 24

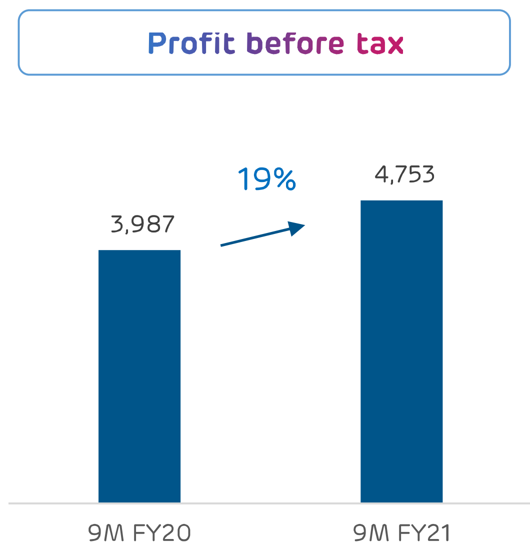
**As per internal estimates. Excluding non Adani and coastal LNG, LPG Volume | APSEZ cargo volume includes KPCL volume for 3 months only, as it was acquired on Oct 1st, 2020

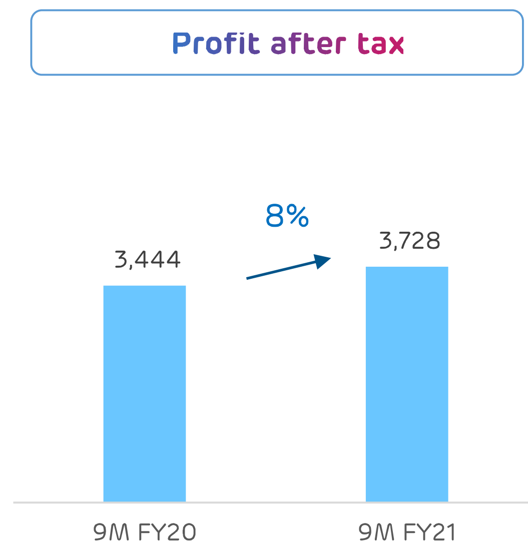
APSEZ : Financials – 9M FY21

(YoY









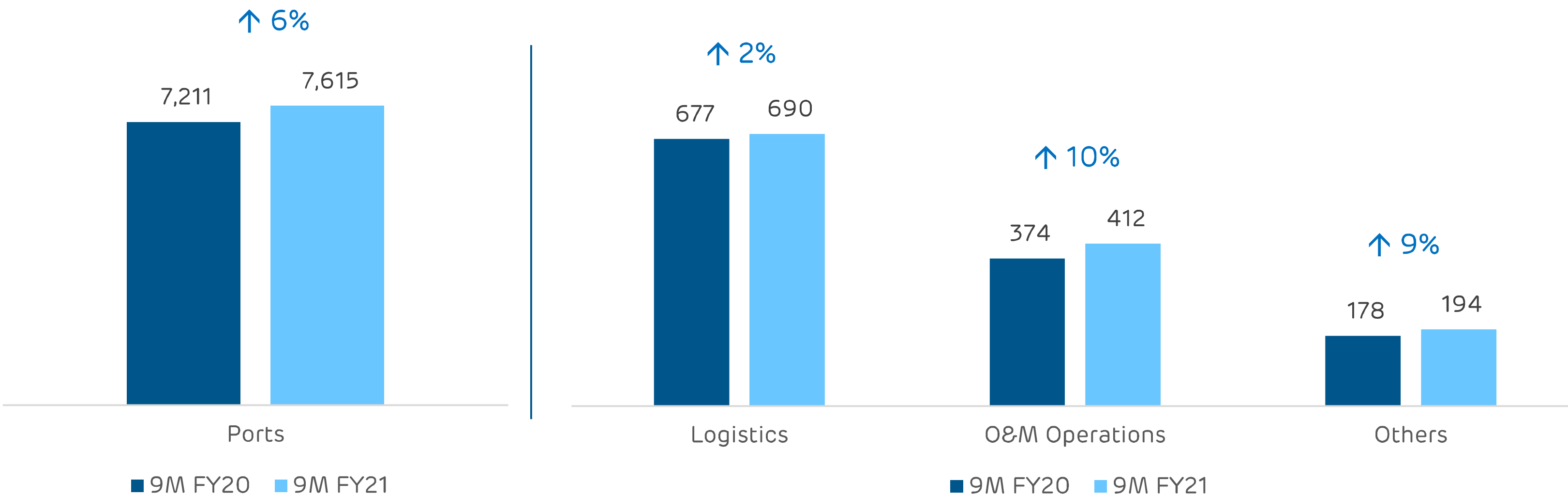
- Revenue and EBITD
of FY20 in spite of
income^.
- PBT and PAT growt
to forex gain (gain
FY21 vs loss of Rs.6
FY20.

*EBITDA excludes forex gain of Rs.692 cr. in 9M FY21 vs. forex loss of Rs.622 cr. in 9M FY20 | H1 FY20 had a tax reversal of Rs.304 cr.
^ SEZ Revenue at Rs.30 cr. in 9M FY21 (vs. Rs.512 cr. in 9M FY20) and EBITDA at Rs.16 cr. (vs Rs.473 cr. in 9M FY20)

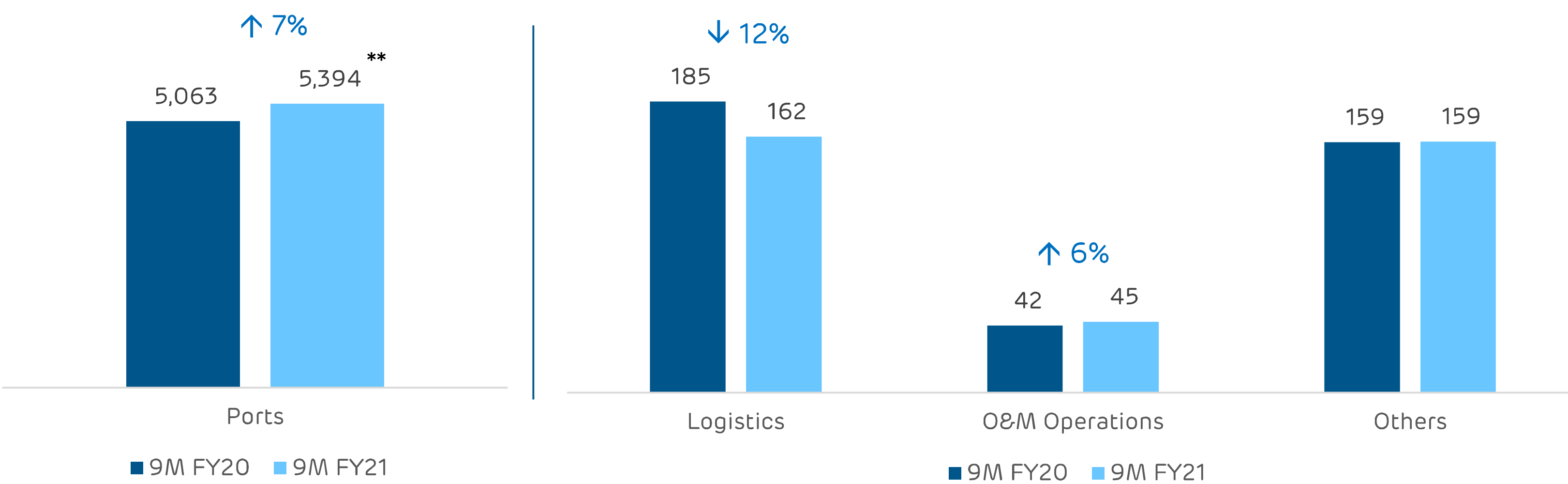
APSEZ : Segment wise Revenue & EBITDA* - 9M FY21

(YoY

Segment wise - Operating Revenue



Segment wise - Operating EBITDA*



- Growth in po
EBITDA is in
volume grow
- Increase in lo
to high realiz
and disconti
realization ro

* EBITDA excludes forex | ^^ Excludes Donation of Rs.80 Cr (to PM and CM Care Fund) for COVID-19 in 9M FY21. | KPCL Revenue and EBITDA at Rs.473 cr. and Rs.338 cr. respectively

APSEZ : ESG philosophy

Environment

- Adherence to global environment guidelines like – Disclosure in **CDP – Climate Change and Wa** **Security**, **SBTi**; **Supporter of TCFD,** Member of **IUCN**
- All port certified with Integrated Management System (ISO 9001, 14001 & 45001) and 4 ports Energy Management System (ISO 50001).

Social

- Focus on Employee/ Contractor Worker's Safety
  - Safety trainings **406920 hours In FY20**
- Local procurement is 95% form India in FY20
- Low Employee Turnover – 4%

Governance

- **APSEZ** has board independence at listed company level
- Rigorous audit process followed - Regular assurance by third part conducted as per GRI standa across all subsidiaries
- Related party transactions policy – Strict Implementation of the policy

SBTi (Science Based Target Initiatives)
UNGC (United Nations Global Compact)
TCFD (Task-force on climate related finance disclosures)

APSEZ : Consolidated financial performance – SEBI format

(` in crore)

Sr. No.	Particulars	Quarter Ended			Nine Month Ended		Year Ended
		December 31, 2020	September 30, 2020	December 31, 2019	December 31, 2020	December 31, 2019	March 31, 2020
		Unaudited			Unaudited		Audited
1	**Income**						
	a. Revenue from Operations	3,746.49	2,902.52	2,901.95	8,941.70	8,517.58	11,438.77
	b. Gain arising from infrastructure development at	-	-	434.30	-	434.30	434.30
	Total	**3,746.49**	**2,902.52**	**3,336.25**	**8,941.70**	**8,951.88**	**11,873.07**
	c. Other Income	528.30	520.64	494.18	1,505.71	1,422.37	1,861.35
	Total Income	**4,274.79**	**3,423.16**	**3,830.43**	**10,447.41**	**10,374.25**	**13,734.42**
2	**Expenses**						
	a. Operating Expenses	916.28	750.85	767.91	2,273.62	2,175.09	3,097.26
	b. Employee Benefits Expense	160.70	147.00	128.11	448.07	395.86	546.52
	c. Finance Costs						
	- Interest and Bank Charges	573.88	488.08	467.07	1,485.49	1,487.73	1,950.64
	- Derivative Loss/(Gain) (net)	38.38	68.94	0.21	136.62	(42.76)	(137.50)
	d. Depreciation and Amortisation Expense	594.06	461.82	429.67	1,510.55	1,230.73	1,680.28
	e. Foreign Exchange (Gain)/Loss (net)	(206.19)	(448.03)	145.38	(691.29)	622.09	1,626.38
	f. Other Expenses	181.50	154.12	153.05	523.57	459.56	663.90
	Total Expenses	**2,258.61**	**1,622.78**	**2,091.40**	**5,686.63**	**6,328.30**	**9,427.48**
3	**Profit before share of profit/(loss) from joint ventures and associates, exceptional items and tax (1-2)**	**2,016.18**	**1,800.38**	**1,739.03**	**4,760.78**	**4,045.95**	**4,306.94**
4	Share of profit/(loss) from joint ventures and associates (net)	(3.67)	(2.86)	(0.16)	(7.81)	(0.13)	(4.39)
5	**Profit before exceptional items and tax (3+4)**	**2,012.51**	**1,797.52**	**1,738.87**	**4,752.97**	**4,045.82**	**4,302.55**
6	Exceptional items (refer note 15)	-	-	-	-	(58.63)	(58.63)
7	**Profit before tax (5+6)**	**2,012.51**	**1,797.52**	**1,738.87**	**4,752.97**	**3,987.19**	**4,243.92**
8	**Tax Expense/(Credit) (net) (refer note 7)**	**435.97**	**403.83**	**382.44**	**1,024.91**	**542.87**	**459.39**
	- Current Tax	394.87	441.52	270.36	1,030.67	776.99	707.49
	- Deferred Tax	50.14	(0.02)	134.26	69.20	(156.00)	(144.60)
	- Tax (credit) under Minimum Alternate Tax	(9.04)	(37.67)	(22.18)	(74.96)	(78.12)	(103.50)
9	**Profit for the period/year (7-8)**	**1,576.54**	**1,393.69**	**1,356.43**	**3,728.06**	**3,444.32**	**3,784.53**
	Attributable to:						
	Equity holders of the parent	1,561.48	1,387.00	1,352.17	3,706.50	3,428.74	3,763.13
	Non-controlling interests	15.06	6.69	4.26	21.56	15.58	21.40
11	**Total Comprehensive Income for the period/year**	**1,560.72**	**1,408.73**	**1,388.27**	**3,723.33**	**3,454.33**	**3,821.15**
	Attributable to:						
	Equity holders of the parent	1,545.66	1,402.04	1,384.01	3,701.77	3,438.75	3,800.19
	Non-controlling interests	15.06	6.69	4.26	21.56	15.58	20.96

APSEZ – Details Annexed in Linked File

1. Port-wise Cargo Volume Q3 and 9M FY21
2. Ports and Logistics Vertical Key Financial Performance Q3 FY21 and 9M FY21

Please double click on the icon to open -

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