KALYANI CAST TECH LIMITED

(Formerly Known As; "Kalyani Cast Tech Private Limited")

Date: 28.10.2026

To,
BSE Limited
P J Tower
Dalal Street, Mumbai – 400001

Scrip Code: 544023

Subject: Submission of Investor Presentation

Dear Sir/Madam,

Pursuant to Regulation 30 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, please find enclosed herewith the Investor Presentation of **Kalyani Cast Tech Limited** in connection with the Business Update Conference Call scheduled to be held on Thursday, October 29, 2026, at 12:00 P.M. (IST),

You are requested to take the above information on record.

Thanking you,

For **Kalyani Cast Tech Limited**

NARESH KUMAR Digitally signed by NARESH KUMAR Date: 2026.10.28 13:57:02 +05'30'

Naresh Kumar
(Managing Director)
DIN: 03302133

KALYANI CAST TECH LIMITED : Listed Company In BSE

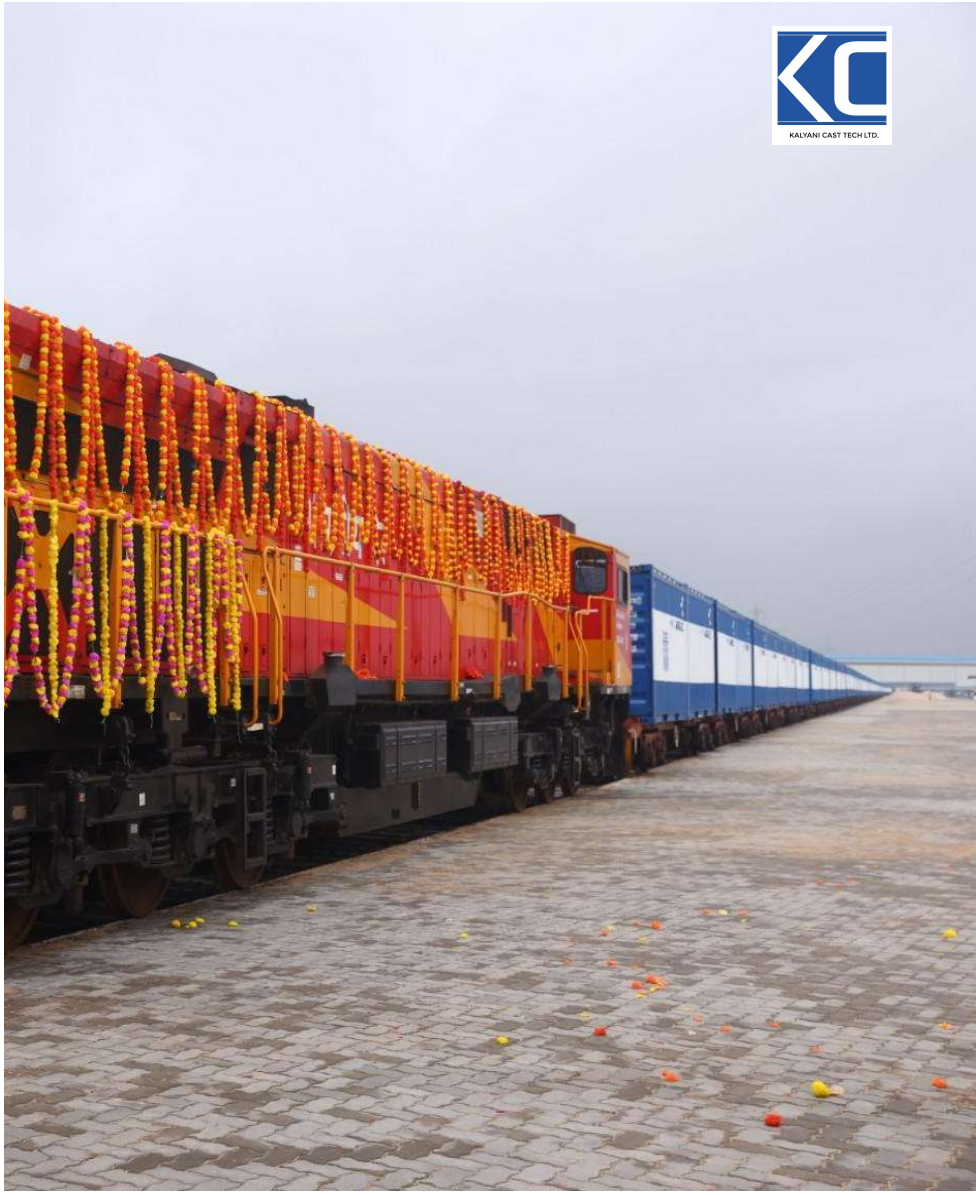
INTEGRATED LOGISTICS & MANUFACTURING ECOSYSTEM: One of its kind in India
A Panacea for Reducing Logistics Costs & Enhancing Supply-Chain Efficiency

| Specialized Containers | Railway Wagons | GCT | ICD

29.10.2026

Naresh Kumar | Ex-IRSME | MD & Promoter, Kalyani Casttech Limited

REWARI • SHIVLAKHA, KACHCHH



Brief Introduction of Promotor group

- **Naresh Kumar** : M Tech In Mechanical Engineering from IIT Madras, Served Indian Railways for 17 years as Class A officer , Architect of many innovative works on IR Viz Running of Double Stack trains and double stack dwarf trains for electrified routes .
  - Engaged in design development and manufacturing of special containers in order to reduce unit cost of transportation .
  - Desing Development of new type of container wagon to increase commodity basket for Indian Railways
- **Jai Prakash Bangani** : Run his own NBFC firm and based in Kolkata , Help Company in making strategic planning and advise on financial matters.
- **Javed Aslam** : Civil Engineer , having his own business of real estate in India and abroad. Advise company on strategically important issues.

Our Contribution In logistics : Carry More / wagon/ train : Reduce per unit cost

2006

First DSC Train
30+ trains/day now
10–25% cost cut



2018

First Double Stack Dwarf Container (DSDC) Train
20+ trains/month
26–30% cost cut



2022

Enhanced Capacity 20 ft for 36.5 MT



2025

SS Cargo Container
Best pay-to-tare ratio in industry for 73 MT gross weight Mainly for steel coils slabs sheets etc



2026

Foldable Containers In Stainless Steel
Reduces empty running cost by way of multitasking on Rly system



2026

Auto transportations , 3 stacks of 2 WH & 2 stack for SUV cars & 3WHs
Can Accommodate 72/ 90 Bikes, 6 SUVs 16 3WH
Multi- Modal



Annual Comparison: FY 2024–25 vs FY 2025–26

Sales (revenue from operations), profit after tax and earnings per share

FY26 SALES

₹14,999.19 L

+7.7% YoY

FY26 PAT

₹1,705.67 L

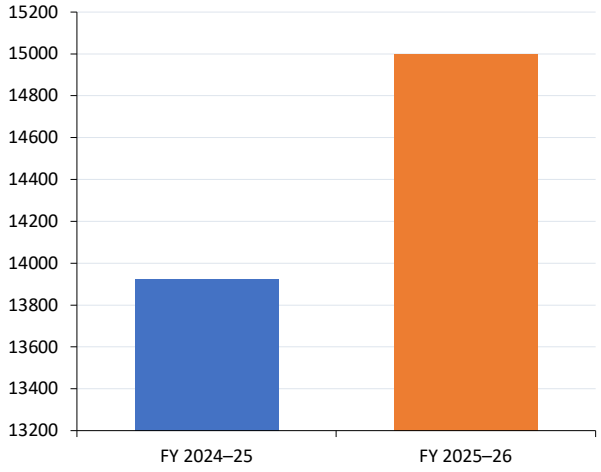
+19.8% YoY

FY26 EPS

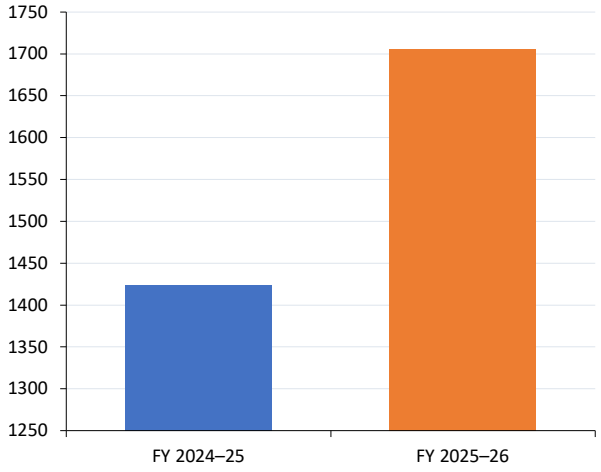
₹23.76

+19.8% YoY

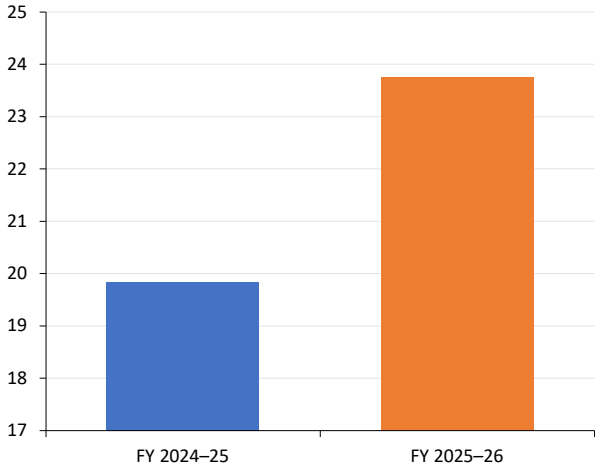
Sales / Revenue from operations



Profit after tax



Earnings per share



Annual Growth Summary and guidance for 2026-27

Year-on-year comparison based on the supplied figures

Metric	FY 2024–25	FY 2025–26	Growth
Sales / Revenue from operations	13,922.29	14,999.19	**+7.7%**
Profit after tax (PAT)	1,424.40	1,705.67	**+19.8%**
Basic EPS (₹)	19.84	23.76	**+19.8%**

Key message

PAT and EPS grew faster than sales, indicating improved bottom-line performance year-on-year.

- **Strong Order Book:** **Company currently has a healthy order book of approximately ₹133 crore, which is expected to exceed ₹170 crs.**
- **Resilience Amid Global Uncertainties:** Despite ongoing geopolitical uncertainties and volatility in global business environment, we continues to maintain a strong order book, demonstrating our business resilience purely due to innovation in this sector
- **Leadership in Container Manufacturing:** Company continues to maintain its position as the largest container manufacturer in India, reinforcing its market leadership and commitment to strengthening domestic container manufacturing capabilities.

Major Clients during 2025-26 & 26-27

- Pristine Logistics
- JSW Ports
- Western Carrier(I) Limited
- Central Warehousing Corporation
- Indian Navy
- CONCOR
- Amba Coach Builders
- Rail Connect
- HTPL

REWARI : INNOVATE, DESIGN, DEVELOP & MANUFACTURE CONATINERS

Established manufacturing & engineering base



ENGINEERING

Design | Development | Testing

MANUFACTURING

ISO Containers | Specialised Containers | Components

SCALE

6,000 TEUs manufactured FY 2025–26

7,000+ TEUs current annual capacity

The established manufacturing base from which Kalyani is expanding into specialised rail equipment and integrated logistics.

SHIVLAKHA : One of its kind Facility in India

From manufacturing facility to integrated freight ecosystem



10,000
TEUs / YEAR
Container manufacturing

2,400
WAGONS / YEAR
Wagon manufacturing

100
TRAINS / MONTH
GCT stated capacity

2
FULL-LENGTH LINES
Rail infrastructure

30
ACRES
Allocated ICD area

720 × 30
m
Siding / paved wharf

CONTAINERS + WAGONS + GCT + ICD + RAIL

- Fit to run double stack container trains
- Will have examination facility for container rakes
- ROH &POH subjected to IR permission .
- Provision of 3rd Line if required .

SHIVLAKHA | INTEGRATED LOGISTICS & MANUFACTURING HUB

Kachchh, Gujarat

KALYANI CAST TECH LTD.



Paved Rail-Warf Area



Container & Wagon Manufacturing Facility



Containers Manufactured at Shivlakha



ICD Foundation-Laying Ceremony



Flag-Off of First Bulk Salt Container Train



Bulk Salt Container Train

New Desing of Containers and Wagons

All designed for existing IR infrastructure. No new lines. No new investment by Government.

OPERATIONAL

DWARF CONTAINER

Designed for a More Efficient Supply Chain

Higher Capacity | Double Stack Ready | Lower Logistics Cost | Sustainable Supply Chain

Optimized for Bulk Commodities

Salt | Silica Sand | Sponge & Pig Iron | Wheat | Cotton Seed | and More



KEY SPECIFICATIONS

Description	Dwarf Container (40 ft)
External Dimensions (L x W x H)	12,192 x 2,600 x 1,930 mm
Internal Volume (Approx.)	53.5 m³
Gross Weight (GW)	36.5 T
Payload	33 T
Flooring	FRP (First time in the world)
Design Feature	Low height for double stacking on all Indian Railways routes
Suitable For	Domestic & EXIM cargo (DPD & DPE)



INTERIOR VIEW (FRP FLOORING)



LOADING OPERATION



CARGO LOADING EXAMPLE (BULK / BAGGED CARGO)

KEY ADVANTAGES

- **Utilizes Full Payload of** BLCS / BLSS Wagons (33 T)
- Low Height Enables Double Stacking on All IR Routes
- **20–50%** Lower Unit Cost (Light & Medium Heavy Cargo)
- RBI using for **Plastic Granules** (10–12% lower than road)
- EXIM Cargo (DPD & DPE) 20–25% Discount vs Existing



DOUBLE STACK
MORE CARGO | LOWER COST
A GREENER TOMORROW

Open TOP Dwarf Container for Special Steel Products

Efficient | Safe | Higher Payload | Containerized Steel Logistics Solution

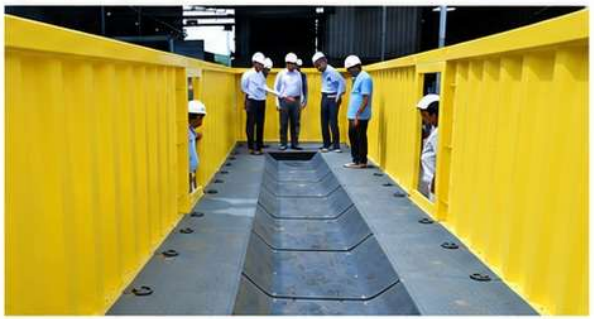












HIGHER THROUGHPUT

30–35% more throughput than existing BRN wagons.

INCREASED PAYLOAD

Point load converted to UDL to a large extent.
Use of SS has increased the loadability by 1.0 MT (now 69 T net steel can be loaded in a wagon of 3,300 MT in a rake).

SAFE & EASY HANDLING

Easy loading and unloading. Steel products such as coils, slabs, sheets and TMT bars can be delivered through containers only.

REGULATORY SUPPORT

Recently, Indian Railways has allowed SS coils & sheets in FAK rates.

SIGNIFICANT VOLUME POTENTIAL

SS coils coefficient increased from insignificant to almost 60,000 Tons/Month.
Revenue potential of ₹ 12–14 crore.

IR REQUEST

Other steel products may also be allowed in FAK rating in order to take advantage of containerization. This concept has a larger national interest as it can avoid steel yard requirement and enable direct delivery of steel products to end users / retail markets.

OPERATIONAL

40 ft DWARF CONTAINER

OPTIMAL SOLUTION FOR LONG WOOD LOGS & PROJECT CARGO

MORE CARGO VOLUME. BETTER SPACE UTILIZATION. BUILT FOR HEAVY & LONG CARGO.

Ideal for Domestic and DPD & DPE Cargo

Timber Logs | Poles | Pipes | Beams | Project Cargo | and More



KEY SPECIFICATIONS (mm / approx.)

Description	40 ft Dwarf Container (Open Top)
External Length	12,192 mm
External Width	2,600 mm
External Height (Dwarf)	1,930 mm
Internal Length (approx.)	12,050 mm
Internal Width (approx.)	2,540 mm
Internal Height (approx.)	1,810 mm
Max Payload (approx.)	30,000 – 33,000 kg (30 – 33 MT)
Tare Weight (approx.)	3,900 kg
Cubic Capacity (approx.)	51 – 53 m³
Stacking	Double Stack Capable

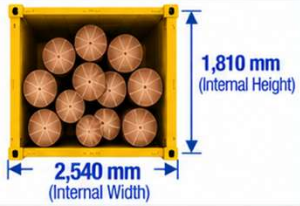
SIDE VIEW – LOADED (OPEN TOP)

Logs loaded lengthwise, within container height



END VIEW – LOG ARRANGEMENT

Logs within 2,540 mm internal width



TOP VIEW – OPEN TOP LAYOUT

Clear top access for easy loading and unloading



DOUBLE STACK CAPABLE

Lower height (1,930 mm) enables stacking



KEY ADVANTAGES

IDEAL FOR LONG CARGO
Perfect for timber logs, poles, pipes, beams and other extra-length project cargo.

DOUBLE STACK CAPABLE
Lower height (1,930 mm) allows stacking, maximizing yard space and reducing logistics cost.

HIGH PAYLOAD CAPACITY
Strong and robust structure to handle heavy and dense cargo such as timber logs.

SAFE & SECURE TRANSPORT
Multiple lacuring points and internal securing options ensure cargo stability during transit.

LOWER LOGISTICS COST
More cargo per container means lower cost per ton compared to conventional solutions.

KALYANI CAST TECH

STAINLESS STEEL CONTAINER FOR SALT & CORROSIVE BULK MATERIALS











Road loading and unloading demonstrations for salt and imported coal.

REQUEST TO INDIAN RAILWAYS

Permit transportation of Class D coal in containers by rail, including cargo currently moving by road from Kandla, Tuna and Mundra ports to Punjab.

SUPER HIGH VOLUME 20 ft CONTAINER

More Capacity. Greater Efficiency. Lower Logistics Cost.

Optimized for Bulk Commodities

Food Grains | Salt | Cotton Seed | Metals (Sponge Iron, Copper etc.) | and More





Interior View



Openable Roof (Optional)

KEY SPECIFICATIONS

Description	ISO 20 ft HC Container	Super High Volume 20 ft Container	% Increase
External Length	6,058 mm	6,058 mm	-
External Width	2,438 mm	**2,600 mm**	**6.6% More**
External Height (High Cube)	2,896 mm	2,896 mm	-
Internal Dimensions (L x W x H)	6,058 x 2,438 x 2,591 mm	**6,058 x 2,600 x 2,896 mm**	-
Internal Volume	**37.4 m^3**	**40.5 m^3**	**8.2% More**
Wheat Loading	26 MT	**33 MT**	**26.9% More**
Salt / Silica Sand / Sponge & Pig Iron Loading	28 MT	**33.5 MT**	**19.6% More**
Rock Phosphate Loading	28 MT	**33.5 MT**	**19.6% More**
Cotton Seed Loading	**26 MT**	**32 MT**	**23% More**
Mode	Multimodal (Rail + Road)	Multimodal (Rail + Road)	-

ENGINEERED FOR A GREATER TOMORROW

SUPER HIGH CUBE 40 ft CONTAINER (WIDER & TALLER)

FOR COTTON & YARN BALES AND OTHER LIGHT, VOLUMINOUS CARGO

MORE VOLUME. GREATER EFFICIENCY. LOWER LOGISTICS COST.

Designed to carry 200 cotton bales in a single 40 ft container

Cotton Bales | Yarn Bales | Light & Voluminous Cargo | and More



KEY DIMENSIONS (mm)

Description	Standard 40 ft Container (High Cube)	Super High Cube 40 ft Container (Wider & Taller)	Increase
External Length	12,192	12,192	-
External Width	2,438	2,600	+162 mm (6.6% wider)
External Height	2,896	2,896	-
Internal Length (approx.)	12,032	12,032	-
Internal Width (approx.)	2,350	2,550	+200 mm
Internal Height (approx.)	2,700	2,735	+35 mm
Cubic Capacity (approx.)	76.4 m³	84.0 m³	+7.6 m³ (10.5% more)

EMPTY CONTAINER (INTERIOR VIEW)



LOADING WITH COTTON BALES

Bale placement: 1,270 mm across width, 482 mm along length



LOADED CONTAINER (REAR VIEW)

Bale height: 660 mm | Stacked 4 high (approx.)



COTTON BALE SPECIFICATION (Approx.)



Bale Dimensions (L x W x H)	1,270 x 482 x 660 mm
Bale Volume (approx.)	0.41 m³
Bales per Container (approx.)	200 (10 x 4 x 5)
Total Cargo Volume (approx.)	~82 m³
Total Tonnage (approx.)	25 – 26 MT (typical for cotton bales)

KEY ADVANTAGES

10.5% MORE VOLUME (76.4 m³ → 84.0 m³)
Wider and taller design utilises space more efficiently.

CARRIES 200 COTTON BALES (31% more)
vs. 152 bales in standard 40 ft container

LOWER LOGISTICS COST (20–50% for light cargo)
More cargo per container means lower cost per bale

IDEAL FOR DOMESTIC & DPD & DPE CARGO
Cotton bales, yarn bales, light & voluminous cargo and more

STRONGER SUPPLY CHAINS
Fewer containers, lower handling, reduced transit cost

VEHICLE & AUTOMOTIVE SOLUTIONS
Engineered around vehicle geometry, loading density and rail transport constraints.

MULTI-TIER TWO WHEELER CONTAINER

Maximum Capacity. Faster Turnaround. Built for Multimodal Logistics.

Enabling Efficient Movement of the Next Generation of Mobility

Two Wheelers | Three Wheelers | Cars | Multiple General Cargo



KEY SPECIFICATIONS

Container Type	40 ft High Cube (Special Multi-Tier)
External Height	3,880 mm
External Width	2,600 mm (Gati Shakti Profile-2)
Internal Dimensions (L x W x H)	12,060 x 2,530 x 3,780 mm
Loading Configuration	3 Stacks (Multi-tier)
Two Wheelers per Container	72 / 90 (Moto-bikes)
Per Train Capacity	3,528 / 4,410 two wheelers (based on 49 containers per train)
Flexibility	Can be simultaneously loaded with three and four wheeler.
Operational Advantage	Faster loading / unloading (simultaneous operations)
Mode	Multimodal (Rail + Road)
Commercial Note	Considered as 40 ft HC for costing purpose
Incentive Request	Allow 50% discount on empty running for one year to stabilize the sector for both way loading.

NEW WAGON DESIGN

Another Innovation Towards More Efficient Containerization

Full Utilization of MMD Length & Width | Higher Capacity | Lower Operating Cost | Future Ready

Engineered for Higher Productivity

Optimized for 42 ft, 10 ft and Future Cargo Needs



KEY SPECIFICATIONS

Speed	Axle Loads	Tare Weight	Loadability		Suited for	
100 KMPH	25 / 22.9 MT	One tonne lower than BLCS	83 MT / 74.6 MT	49 Wagons in One Rake	42 ft x 8.5 ft x 9.8 ft (L x W x H)	Provision for 10 ft Containers

DEVELOPMENT STATUS

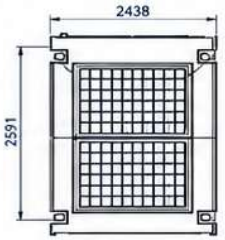
- Stage-1 Approval obtained from RDSO
- MOU for Joint Development signed

- Higher Capacity per Train (49 wagons)
- Lower Logistics Cost
- Reduced Emissions
- Flexible for Multiple Cargo Types (General Cargo | Bulk Cargo | Project Cargo)
- Reliable & Future Ready
- Supports Atmanirbbar Bharat

KALYANI
CAST TECH LTD.

Guard Container : Arrangement Approved by Railway Board

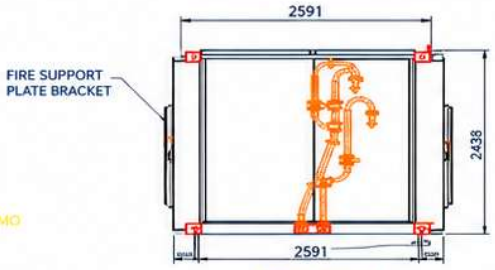
FOR RAILWAY OPERATIONS
AND TECHNICAL APPROVAL



TOP VIEW



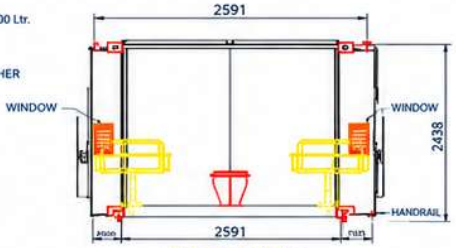
SECTION B-B



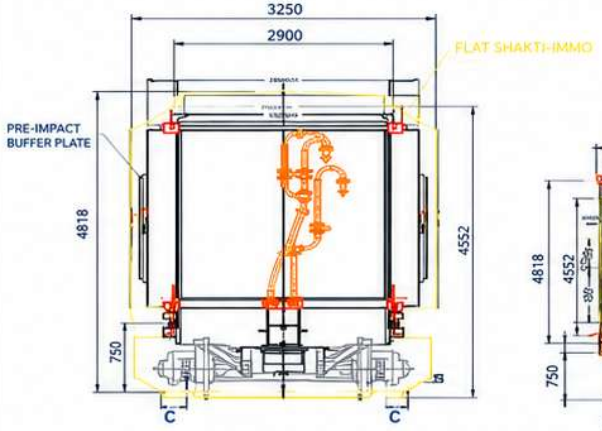
BACK VIEW

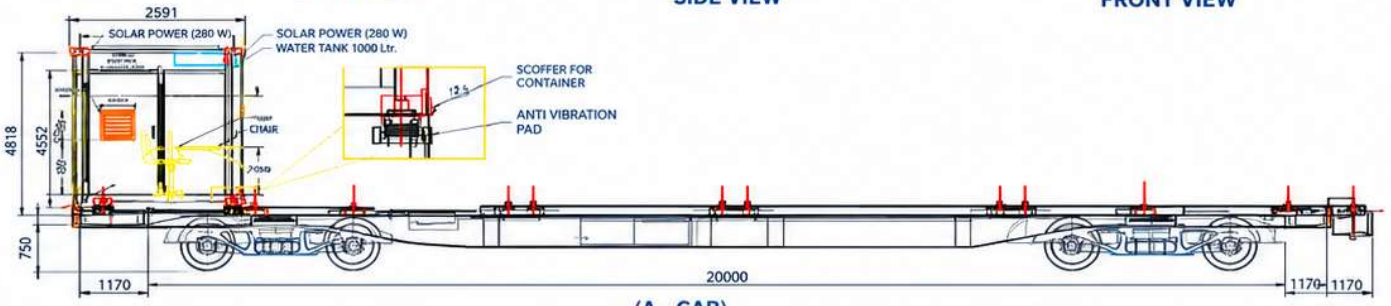


SIDE VIEW



FRONT VIEW





(A - CAR)

NOTES:

1. All dimensions are in millimeters unless otherwise specified.
2. Guard container to be mounted on flat wagon as per Railway Board guidelines.
3. Solar power system, water tank and safety equipment to be provided as shown.
4. Anti-vibration pads and scoffer arrangement to be ensured for container stability.
5. Drawing for reference only – subject to approval by Railway Board.

REV.	DATE	DESCRIPTION	DRN.	CHKD.	APPD.
00	14-08-2026	First Issue	NK	SK	RA

KALYANI CAST TECH LTD.

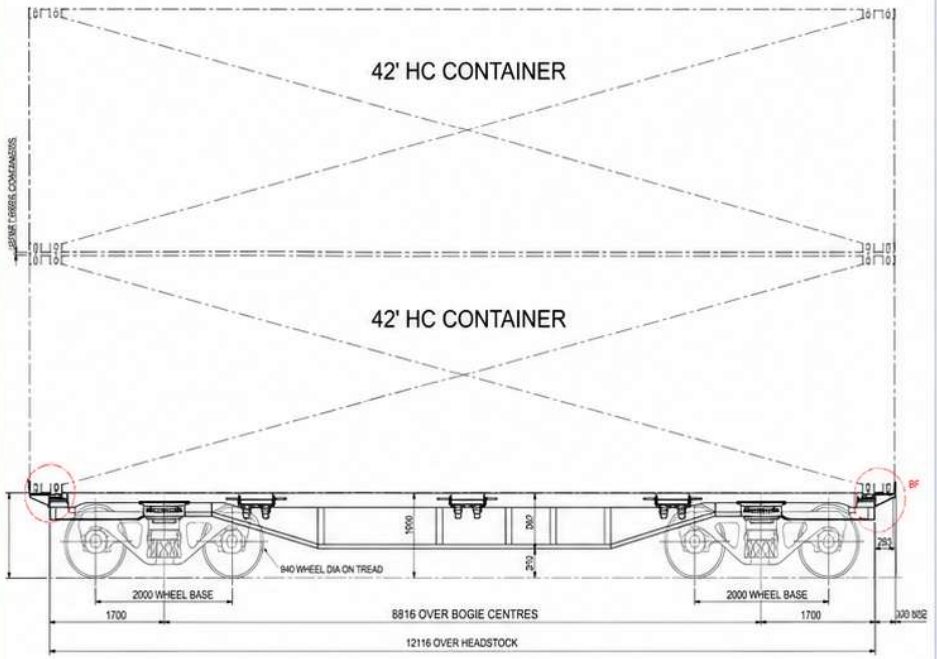
Guard Container
Arrangement Approved by Railway Board

SCALE : NTS	UNITS : mm	DRAWING No. : KCT/GC/001	SHEET : 1 OF 1	SIZE : A0
-	-		-	

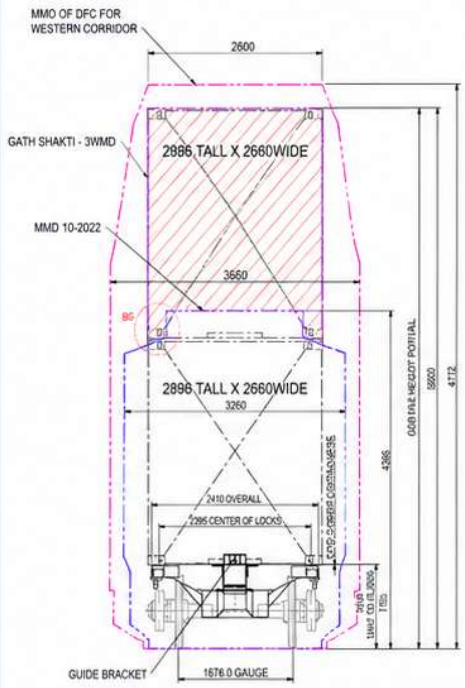
KALYANI CAST TECH LIMITED
BUILDING A STRONGER TOMORROW

42 ft High-Cube Double-Stack:
A Step Change in Indian EXIM & Domestic Cargo

Side Elevation (42 ft Double Stack Wagon)



End Elevation (Clearance & Profile)



Key Benefits

Capacity equivalent:
5.4 TEUs per wagon versus 4 TEUs

Train capacity:
49 × 5.4 = 264.6 TEUs (approximately 264), versus 180 TEUs

Potential 30–40% reduction
in unit transportation cost for DPD/DPE cargo

Enables delivery closer to destination
and may reduce reliance on ICDs; suitable GCTs can support final-mile delivery.

UPDATE ON FUTURE EXPANSION PLAN

Building a World-Class Integrated Rail Logistics & Manufacturing Ecosystem

Strategic Land Bank: 144 acres of land acquired, with Non-Agricultural (NA) permission obtained, at a strategically located site near major ports in Kutch, Gujarat. Development will be undertaken in phases through Kalyani Cast Tech Limited, its subsidiaries and joint ventures.

Key Expansion Initiatives and Progress

1. **Gati Shakti Cargo Terminal (GCT)**
   Commissioned and operational, providing integrated rail-based cargo handling and container logistics capabilities.
2. **Railway Wagon Manufacturing**
   Planned annual capacity of 7,500–8,000 wagons. The first phase, with a capacity of 2,400 wagons per annum, is constructed, and the facility has been submitted to RDSO for inspection.
3. **Expansion of Container Manufacturing**
   An additional manufacturing facility with a capacity of 10,000 TEUs per annum commenced production in June 2026.
4. **Refrigerated Container Manufacturing**
   Technology-sharing agreement signed with a Japanese company to establish a specialised refrigerated container manufacturing facility.
5. **Steel Foundry for Railway Components**
   Proposed facility for manufacturing bogies, couplers and wheelsets for railway wagons; implementation yet to commence.
6. **Capital Expenditure Funding**
   Planned to be funded through internal accruals, equity, debt and other permissible funding avenues, including foreign direct investment where applicable.

A Differentiated, Integrated Manufacturing & Logistics Platform

The Shivlakha facility is being developed as a distinctive integrated ecosystem combining rail cargo handling, container logistics, railway wagon manufacturing, container production and steel foundry operations under one roof. This integrated model is designed to enable backward and forward integration, improve supply-chain efficiency, optimise manufacturing costs and create long-term competitive advantages.

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Thanks for your Attention