



REF:E2ERAIL:STATUT:LODR:2026

September 6, 2026

To,

National Stock Exchange of India Ltd. ("NSE Emerge")
Exchange Plaza, 5th floor, Plot No. C/1,
G Block Bandra-Kurla Complex,
Bandra (E). Mumbai 400 051

Attn: Listing Compliance Dept.

Sub.: Investor Presentation

Ref: NSE – E2ERAIL / ISIN - INE1CEJ01017

Dear Sir / Madam,

In reference to our letter dated 1st September 2026 and pursuant to Regulation 30 read with Schedule III of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015 ("Listing Regulations"), we are herewith enclosing a copy of Investor Presentation.

This intimation shall also be available on the website of the Company at <https://etoerail.com/announcement/>

Request you to kindly take the same on your record.

Thanking you,

Yours faithfully,

For E To E Transportation Infrastructure Limited,

Srilakshmi Surendran
Company Secretary and Compliance Officer
Membership No. A26728

Enc: a/a

E TO E TRANSPORTATION
INFRASTRUCTURE LIMITED



Not just SYSTEM INTEGRATOR
ENGINEERING MOBILITY
BUILDING INTELLIGENCE



~~Not just a system integrator.~~
A railway intelligence platform.

16+ YEARS IN RAIL INFRASTRUCTURE	65+ CLIENTS SERVED	100+ RESEARCH & DEVELOPMENT EXPERTS
155+ PROJECTS DELIVERED	370+ ENGINEERS ON THE GROUND	60+ IN-HOUSE DESIGN EXPERTS

India is undertaking the most significant modernisation of its railway network in a generation — higher speeds, denser traffic, new metro systems, and a national commitment to indigenise the safety technology on which all of it depends. Meeting that requirement calls for engineering capability that is designed, owned and supported within the country.

Founded in **2010** and headquartered in **Bengaluru**, we are a India's only full-stack railway safety and intelligence company: **technology-driven Railway Systems Integrator and OEM** (Original Equipment Manufacturer), working across signalling, telecommunications, electrification and composite systems for Indian Railways, metro networks, private sidings and international clients.

The industry works in silos. System integrators operate without product IP and stay vendor-dependent. Product companies lack an execution platform. EPC contractors carry no recurring income, and maintenance providers cannot bid turnkey. **We span all four. Design, build, execute and maintain** sit within **one company**, giving our clients **single-point accountability** on projects where the interfaces between subsystems are the usual source of delay. We completed that position this year by establishing **NOVA, our wholly-owned OEM subsidiary**, and commissioning its **R&D and manufacturing facility for safety-critical rail products** in 2025.

FY 2025–26 and listing on **NSE Emerge** brought an independent board, compliance, transparency and an institutional shareholder base — and with them, access to capital of a kind that a business of our order book and product ambition requires. **Sixteen years of engineering built the foundation. The next phase calls for scale, and the discipline that comes with public accountability is part of how we intend to get there.**

ONE COMPANY, FOUR INTEGRATED CAPABILITIES

01 DESIGN

EDRC — Engineering Design

In-house specialists in electrification modelling, interlocking configuration and proprietary IP development.

60+ in-house experts

02 BUILD

NOVA — OEM Platform

Indigenous product platform for safety-critical railway systems, engineered in-house rather than licensed.

KAVACH 4.0 · RDSO CCA approved

03 EXECUTE

Systems Integration

Turnkey delivery across signalling, telecom, electrification and composite projects, B2G and B2B.

EI · CBTC · ETCIS-L2 · CTC · OHE

04 MAINTAIN

O&M — Lifecycle Services

Long-horizon asset management converting delivered infrastructure into a recurring earnings base.

Chennai Metro 5-yr S&T + PSD



VISION

**TO BECOME THE INTELLIGENCE
LAYER OF GLOBAL MOBILITY -
AUTONOMOUS SYSTEMS THAT
PREDICT, PROTECT AND DECIDE.**

**SOVERIGN BY DESIGN.
BUILT TO KEEP THE WORLD
MOVING, UNINTERRUPTED.**

MISSION

**TO BE INDIA'S MOST TRUSTED
MOBILITY TECHNOLOGY COMPANY,
WHERE INDIGENOUS ENGINEERING EXCELLENCE**

**DELIVERS SAFETY, INTELLIGENCE AND
SUSTAINABILITY AT SCALE.**

OUR VALUES



RESPONSIBILITY

We embrace accountability in our commitments and act responsibly towards communities and environment.



INTEGRITY

We operate with transparency and honesty in every action, building trust with all our stakeholders.



INNOVATION

Advancing indigenous, cutting-edge technologies that deliver smarter, efficient solutions while creating enduring value through purposeful investment in R&D



SAFETY

We build products and processes for zero accident mobility with safety for the public and society.



EXCELLENCE

We strive relentlessly to deliver quality outcomes and create lasting value for our stakeholders.

R I ↑ S E



END TO END. ONE PARTNER.



DEPARTURES

WHAT WE DELIVER

18:35

BENGALURU JN.

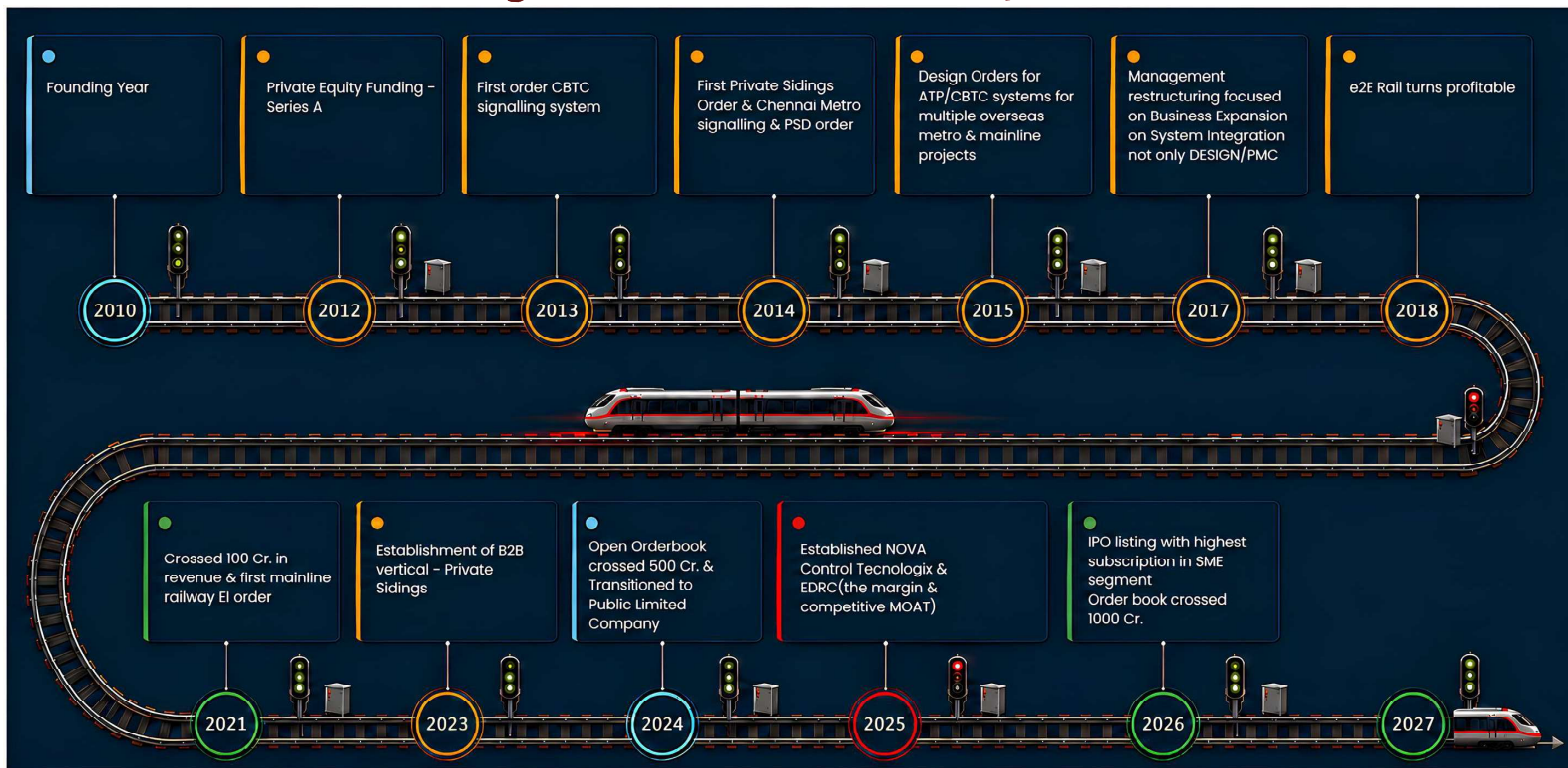
BOARD UPDATED 18:35:22

PLATFORM	SERVICE	DESCRIPTION	STATUS
01	SIGNALLING & TELECOM EI • PT • RRI • ABS CTC • CBTC • ETCS TPWS • KAVACH	DESIGN & ENGINEERING	ON TIME
		SYSTEM INTEGRATION	ON TIME
		INSTALLATION & WIRING	ON TIME
		TESTING & COMMISSIONING	ON TIME
		OPERATIONS & MAINTENANCE	ON TIME
02	ELECTRIFICATION 1x25 & 2x25 kV AC OHE TSS • SCADA	OHE DESIGN & ERECTION	ON TIME
		TRACTION SUBSTATIONS	ON TIME
		SCADA & CONTROL	ON TIME
		PSI & OHE MAINTENANCE	ON TIME
03	PRIVATE SIDINGS & TRACK PORTS • PLANTS • ADANI ULTRATECH • ACC	SURVEY • PMC & TENDERING	ON TIME
		TRACK & TURNOUT DESIGN	ON TIME
		CIVIL • BRIDGES & FORMATIONS	ON TIME
		P-WAY EXECUTION & MAINTENANCE	ON TIME
		CONSULTING SOLUTIONS	ON TIME

56 Projects, 30 Divisions, 14 Zones & 65 Clients.



Built through **EXECUTION** Powered by **INNOVATION**



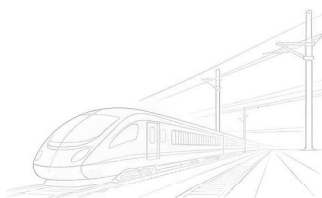
BUILT ON STRENGTH. DELIVERING FINANCIAL EXCELLENCE.

Consistent Performance. Strong Fundamentals. Sustainable Value.

E2E RAIL

FY26 REVENUE

₹380 Cr



+51.5%
YEAR-ON-YEAR GROWTH

REVENUE CAGR FY23–FY26

~41%

FY25 REVENUE
₹250.8 Cr

FY24 REVENUE
₹173.7 Cr

FY23 REVENUE
~₹106 Cr



EBITDA

₹38.0 Cr (10.0% MARGIN)

ADJ. ₹39.5 Cr



PAT

₹16.8 Cr (4.4% MARGIN)

ADJ. ₹17.9 Cr



ROCE

16.6%



NET WORTH

₹205 Cr+

POST-IPO STRENGTHENING



NSE EMERGE LISTED

JANUARY 2026

₹84.22 CR RAISED VIA IPO



BUILT ON STRENGTH. ACCELERATING WHAT'S NEXT.

A stronger orderbook today. A bigger tomorrow.

e2E RAIL

ORDERBOOK

₹1,000 Cr+

Orderbook in FY27 already crossed

FY27



A strong foundation for sustained, long-term growth.

GROWTH OUTLOOK

45–48%

Revenue CAGR (FY27 onwards)



Scaling with India's rail transformation and expanding across B2G, B2B and adjacent opportunities.

PROFITABILITY

Maintain PAT Margin at current levels



Focus on operational discipline, cost efficiency and high-value execution.

1000 CR | ORDERBOOK VALUE CROSSED IN FY27

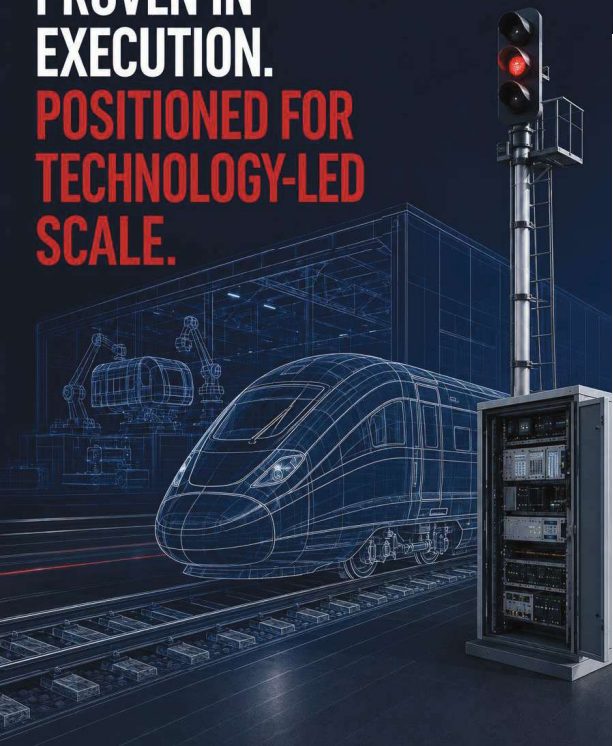


PEOPLE | TECHNOLOGY | SAFER TOMORROW



INVESTMENT CASE

**PROVEN IN
EXECUTION.
POSITIONED FOR
TECHNOLOGY-LED
SCALE.**



01 INVESTMENT CASE

Structural Rail Tech Opportunity

- Positioned across signalling, telecom, electrification, track and safety-critical systems as railway investment becomes increasingly technology-led.
- Established access across Indian Railways, PSUs, metros, industrial rail and international markets.
- NOVA extends participation from infrastructure execution into indigenous railway technology.

02 INVESTMENT CASE

Full-Stack Model Expanding the Value Pool

- Integrated capabilities across design → engineering → execution → commissioning → O&M → products.
- Single-point accountability across critical railway interfaces.
- Lifecycle services, upgrades and renewals extend value beyond initial project delivery.

03 INVESTMENT CASE

NOVA: Product & IP-Led Upside

- Wholly owned OEM platform with safety-critical railway manufacturing capability.
- KAVACH 4.0 SIL-4 ATP at the centre of the current product programme.
- Common safety-critical architecture creates potential across train protection, electronic interlocking, axle counters and future rail systems.

04 INVESTMENT CASE

Engineering Ownership that Compounds

- EDRC integrates pre-bid engineering, detailed design, V&V, execution support and commissioning.
- Licensed engineering capability with international design experience.
- Field knowledge feeds directly into NOVA's product-development ecosystem.

05 INVESTMENT CASE

Execution Credentials as a Competitive Moat

- 16 years of railway engineering and execution experience.
- 65+ clients | 160+ projects | 14 countries | 2,500+ km network footprint.
- Proven delivery capability across complex, multi-system railway environments.
- Technology can be developed. Railway credibility has to be earned.

06 INVESTMENT CASE

A Self-Reinforcing Rail-Technology Platform

- Projects generate field intelligence and customer insight.
- EDRC converts experience into engineering capability.
- NOVA converts engineering capability into products; deployment and lifecycle support generate the next cycle of learning.

**EXECUTION BUILT THE FOUNDATION, ENGINEERING DEEPENS THE MOAT,
TECHNOLOGY EXPANDS THE OPPORTUNITY.**

Board of Directors

Strategic oversight and long-term direction — capital, governance and deep railway domain expertise on one line.



VINAY RAO

Non- Executive Director & Chairman

- **Expertise:** 16+ years across venture capital, private equity and technology-led businesses, with deep strength in capital allocation, strategic transactions and enterprise building.
- **Perspective:** Shapes e2E Rail's long-term direction with a high-conviction growth lens, combining financial discipline, strategic clarity and innovation-led institution building.



SOURAJIT MUKHERJEE

Whole-Time Director & CEO

- **Expertise:** 16+ years in railway systems execution, customer management and business scaling, with hands-on experience across project delivery and capability building.
- **Perspective:** Connects strategy with on-ground execution, ensuring growth is built on delivery strength, customer trust and indigenous capability.



MUKUL GULATI

Non- Executive Director

- **Expertise:** 18+ years across private equity, investment research and business transformation, with strong understanding of capital, governance and scale creation.
- **Perspective:** Adds an investor's lens to strategic choices, institution building and long-term value creation.



ANSHUL GUPTA

Non- Executive Director

- **Expertise:** 37+ years with Indian Railways across signalling, train control, telecommunications, policy and large-scale railway administration.
- **Perspective:** Contributes deep domain insight and a systems-level view of how next-generation railway technologies can scale.



VIJAY KHETAN

Independent Director

- **Expertise:** 30+ years across finance, corporate affairs, capital markets, strategic transactions and regulatory environments.
- **Perspective:** Provides seasoned judgement on governance, capital structuring and strategic decision-making as the Company scales.



HIMANSHU MODY

Independent Director

- **Expertise:** 26+ years across banking, corporate finance, fundraising, M&A and financial transformation.
- **Perspective:** Supports expansion with stronger financial architecture, capital discipline and strategic clarity.



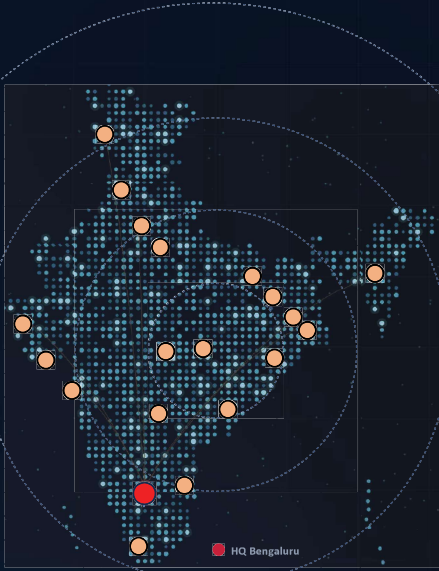
MANJU GUPTA

Independent Director

- **Expertise:** 37+ years with Indian Railways across electrification, electric traction, rolling stock, renewable energy, policy and railway operations.
- **Perspective:** Offers deep operational and policy insight, aligning growth with safe, efficient and future-ready public mobility.



PAN-INDIA EXECUTION FOOTPRINT



Marquee Clients

Signalling · Telecom · Electrification · Track — trusted by India's leading railways, metros and industrial infrastructure players

From Track to Train Protection - Engineered by e2E.

LINE 01 RAILWAYS & PSUs



LINE 02 METRO RAIL NETWORKS



LINE 03 PRIVATE & INDUSTRIAL



+45 more clients — IR zones, metros, DFCCs, ports & private sidings.

65+

CLIENTS

160+

PROJECTS

2,500+

KM NETWORK



NOVA - In-House OEM — design, development & manufacture of safety-critical rail signalling & telecom products, led by **KAVACH 4.0** Automatic Train Protection (**SIL-4**), co-developed with Tata Elxsi.

PAN-INDIA PRESENCE & CLIENTELE

BUSINESS VERTICALS

B2G BUSINESS TO GOVERNMENT

- Direct Indian Railways, PSUs and Metros
- 300+ highly experienced engineers
- System Integration of S&T and Turnkey projects
- Margin-led model with >60% gross margin
- High working-capital needs due to long receivable cycles (DSO >120 days).

B2B BUSINESS TO BUSINESS

- Private Railway Sidings.
- 70+ highly experienced engineers
- Upgradation and Modernization
- Composite Projects and Maintenance.

MARKET EDGE/MOATS

EDRC

- Engineering Design and Research Centre
- 60+ design experts
- From Design to Deployment support
- SUTRA — proprietary platform to model, analyse and optimise railway networks

NOVA

- OEM + Deep tech product development of safety critical products.
- NOVA RAKSHA — one SIL-4 certified compute core, eleven products derived from it
- 100% indigenous design — no foreign licence, no royalty, sovereign patching rights

MARKETS WE SERVE



Indian Railways



Metros



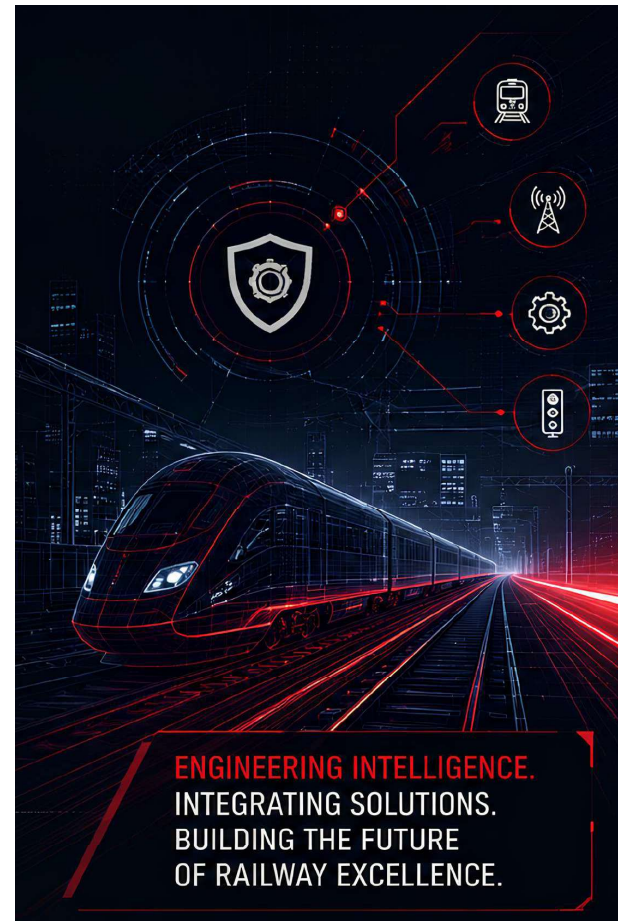
DFCCs



International Railways



Private Railway Sidings



ENGINEERING INTELLIGENCE.
INTEGRATING SOLUTIONS.
BUILDING THE FUTURE
OF RAILWAY EXCELLENCE.

B2G

Turnkey signalling, telecom and electrification delivered directly to zonal railways and government PSUs.

Indian Railways • PSUs

SIGNALLING UPGRADATION

567 Cr.

Rewiring the nerve centre of Indian Railways, one station at a time.

MISSION RAFTAAR -ABS

438 Cr.

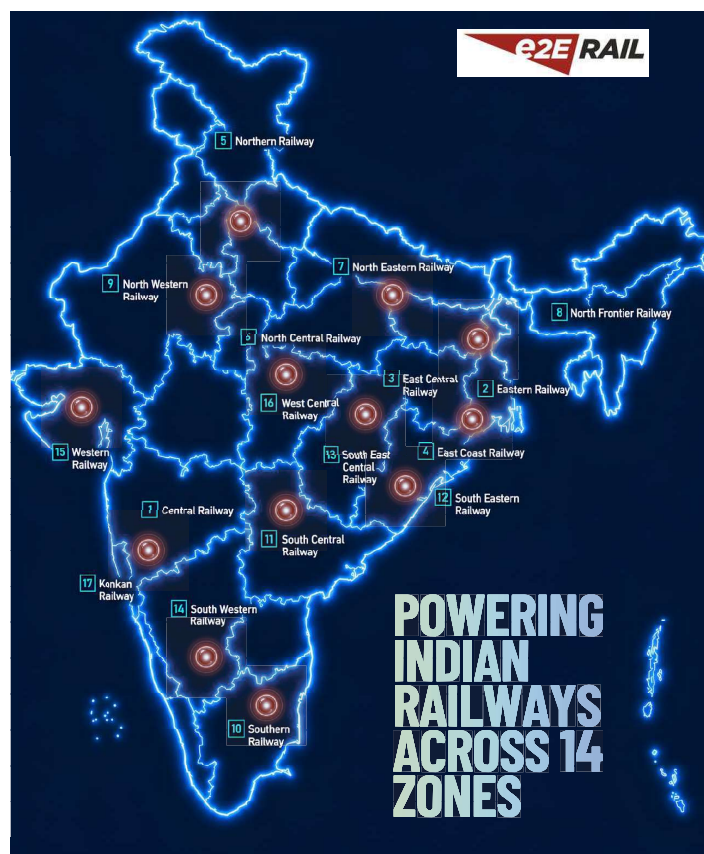
More trains on the same track. Capacity created without laying a single new kilometre.

NETWORK EXPANSION

309 Cr.

New lines, new corridors, new geographies — signalled, commissioned, running.

**Total order values of projects under execution*



B2B ON-GOING KEY PROJECTS

Private sidings & industrial clients - Consulting based Solutions and System Integrator



14 Projects
₹235 Crore live value
7 Client groups

PORTS ₹90.77 Cr

30.50	Dhamra Port New loop lines, DTY yard	29.67	Dhamra Port 2.4 km loading lines
14.24	Dhamra Port IBS, Bhadrak-Bhatatira	11.00	Adani Ports, Mundra IBS, Adipur-Devaliya
5.36	Adani Ports, Mundra OHE at R&D yard		

CEMENT ₹74.87 Cr

25.85	Ambuja Cements, Sankrail Siding P-way & OHE
24.97	Ambuja Cements, Bhatapara P-way, OHE & S&T siding
17.00	UltraTech Cement, Aligarh Siding P-way & OHE works
7.05	Ambuja Cements, Bhatapara Railway items & services

POWER ₹52.73 Cr

37.73	Adani Power, Raigarh OHE & S&T to 600 MW TPP
15.00	Adani Power, Tilda OHE for TPP rail line

MINES ₹16.43 Cr

9.50	Adani Track Mgmt, Parsa S&T at in-plant station
4.25	Adani Track Mgmt, Surta P-way SITC, long haul & Pasla
2.68	Adani Track Mgmt, Parsa Railway siding P-way work

STEEL ₹0.15 Cr

0.15	JSW Steel, Dolvi Hot metal track signalling
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Entry mandate into the steel siding segment – consultancy today, execution scope next.

WHY IT COMPOUNDS

Seven industrial groups, repeat siding mandates, and cash back in under 45 days.

≤45 Days DSO
71% Ports & cement

ENGINEERING DESIGN & RESEARCH CENTRE

EDRC is the **engineering backbone of e2E Rail's** integrated railway platform. Embedded from the pre-bid stage, the Centre brings together multidisciplinary expertise across Railways to translate complex project requirements into coordinated, compliant and executable designs. Its involvement extends through **detailed engineering, design verification, approvals, site support and commissioning**—creating continuity from the drawing board to the railway on the ground.



By combining **domain expertise, in-house design automation and execution intelligence**, EDRC strengthens coordination across railway disciplines and improves the constructability of designs. The same engineering capability remains connected through verification, execution and commissioning—supporting faster resolution, stronger accountability and continuous learning across projects. The same capability is offered as **a consulting and design engagement** — captive to e2E projects, and available to OEMs, Indian Railways and metro corporations who hold the contract but not the design capability.

ENGINEERING OUTPUT AT SCALE

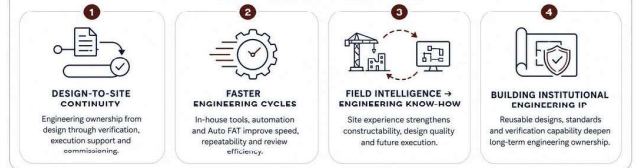
13188	140+	30+	220+
MSDAC IFC DESIGN DPS	SIPs	TOCs	STATIONS DESIGNS

50+ MILLION ORDERBOOK FOR EDRC PROJECTS

FROM DESIGN TO DEPLOYMENT



WHY EDRC MATTERS



Designed in India. READY FOR THE WORLD.

SUTRA — the thread that runs through every project.

In Sanskrit, **SUTRA** means two things: a thread, and the formula that holds a system together. Both are what EDRC built — six tools binding six design disciplines into one continuous line from first bid to final sanction.

SUTRA — SIGNALLING UNIFIED TOOLS FOR RAPID AUTOMATION

BOQ GENERATION

Reads the engineering scale plan and generates itemised quantities — signals, point machines, train detection, cable lengths by size, location boxes — against RDSO schedules.

CCP

Allocates cores across every signalling cable from the location plan and control tables, sizing runs for voltage drop and holding spare cores to RDSO practice.

IFC

Allocates cores across every signalling cable from the location plan and control tables, sizing runs for voltage drop and holding spare cores to RDSO practice.

LOCATION PARTICULAR SCHEDULE

Compiles the equipment schedule for every location box — terminations, relays, fuses, surge protection and earthing — with the specification against each item.

AUTOFAT

Executes the control table against the interlocking application logic, exercising every route, sub-route and aspect combination, and logging pass or fail per case.

AUTOSAT

Repeats correspondence and function testing at site, verifying field wiring against the design and producing the witnessed record the inspecting authority requires.

FROM DESIGN INTELLIGENCE TO BUSINESS VALUE

COMPETITIVE MOAT

Pre-bid intelligence



SUTRA lets us engineer all six disciplines before we price them. We are not estimating the work — we have already done its thinking.

MARGIN MOAT

BOQ optimisation



Margin leaks quietly: quantities carried for safety, interfaces found late, variations argued after award. One thread across six disciplines closes all three.

CASH FLOW MOAT

Faster execution



Design weeks removed at the front become billing milestones reached earlier at the back. On multi-year contracts, that is the difference between funding the work and being funded by it.

RISK MOAT

Fewer errors, less rework



Design errors surface in the tool, not on the track. That means fewer traffic blocks, no last-minute redesign, and no adverse observations at the inspection stage.

A competitor can buy the same software. It cannot buy SUTRA — because SUTRA is not software. It is what our engineers already knew, written down once, and working on every project at once.



**NEW INITIATIVES
TECHNOLOGY. INTELLIGENCE. PARTNERSHIPS.**





ENGINEERING SAFETY • POWERING INNOVATION



**For fifteen years we integrated other people's technology.
After several years of Research & Development – this year we started building
our own.**



NOVA Control Tecnologix is an OEM along with the product and technology arm of e2E Rail – created to design, build, manufacture and certify indigenous safety-critical control systems in India but built for the World..

**01
Hardware &
Electronics**

*Indigenous design of
vital onboard and
wayside units*

**02
Software &
Algorithms**

*Safety-critical stack
engineered to SIL-4
discipline*

**03
System
Integration**

*Own products,
commissioned by our
own field teams*

**04
After-Sales
& AMC**

*Long-term O&M
converting deployment
into annuity*

FY 2025–26: The Year in Review

From ambition to apparatus — the four moves that turned a systems integrator into an OEM.





NOVA

ENGINEERING SAFETY
POWERING INNOVATION

NOVA & Tata Elxsi: Co-Developing KAVACH 4.0

Complementary strengths in rail system integration and safety-critical product engineering

e2E Rail / NOVA

Rail system integration, delivery and lifecycle support



2500+ km

Network maintained

400+

Team strength

65

Clients served

In development: OEM & CO-DEVELOPMENT OF KAVACH 4.0 HARDWARE & SOFTWARE

- 15+ years of hands-on railways design & system integration of ATP system globally and signalling modernisation across 14 railway zones.
- Strong execution in design, installation, testing and commissioning of S&T and OHE works — India and global projects.

Tata Elxsi

Safety-critical product engineering at global scale

TATA ELXSI

13,000+

Engineers

35+

Years in business

33

Cities worldwide

Rail Business: 300+ engineers · 10+ customers · 60+ projects · 12+ years

- Rich legacy in engineering electronic and embedded systems for safety and mission-critical applications
- Cross-functional depth across software, hardware, cyber, telecom and mechanical domains

Joint Delivery Model — KAVACH 4.0



Partnership enables high quality, long-term support and a future-ready, indigenous train protection platform

KAVACH 4.0 - ROADMAP

Every layer between a bare component and a running section of railway sits inside one accountable organisation.



SIX LAYERS, ONE OWNER

Field Deployment, NMS & AMC	e2E Rail
System Integration & Commissioning	e2E Rail
KAVACH System Build & FAT	NOVA — 12-gate QA
Embedded Safety Software	NOVA + Tata Elxsi
Vital Cards & PCB Assembly	NOVA design / Syrma build
Silicon, Components & BOM	NOVA-controlled

KAVACH APPROVAL JOURNEY

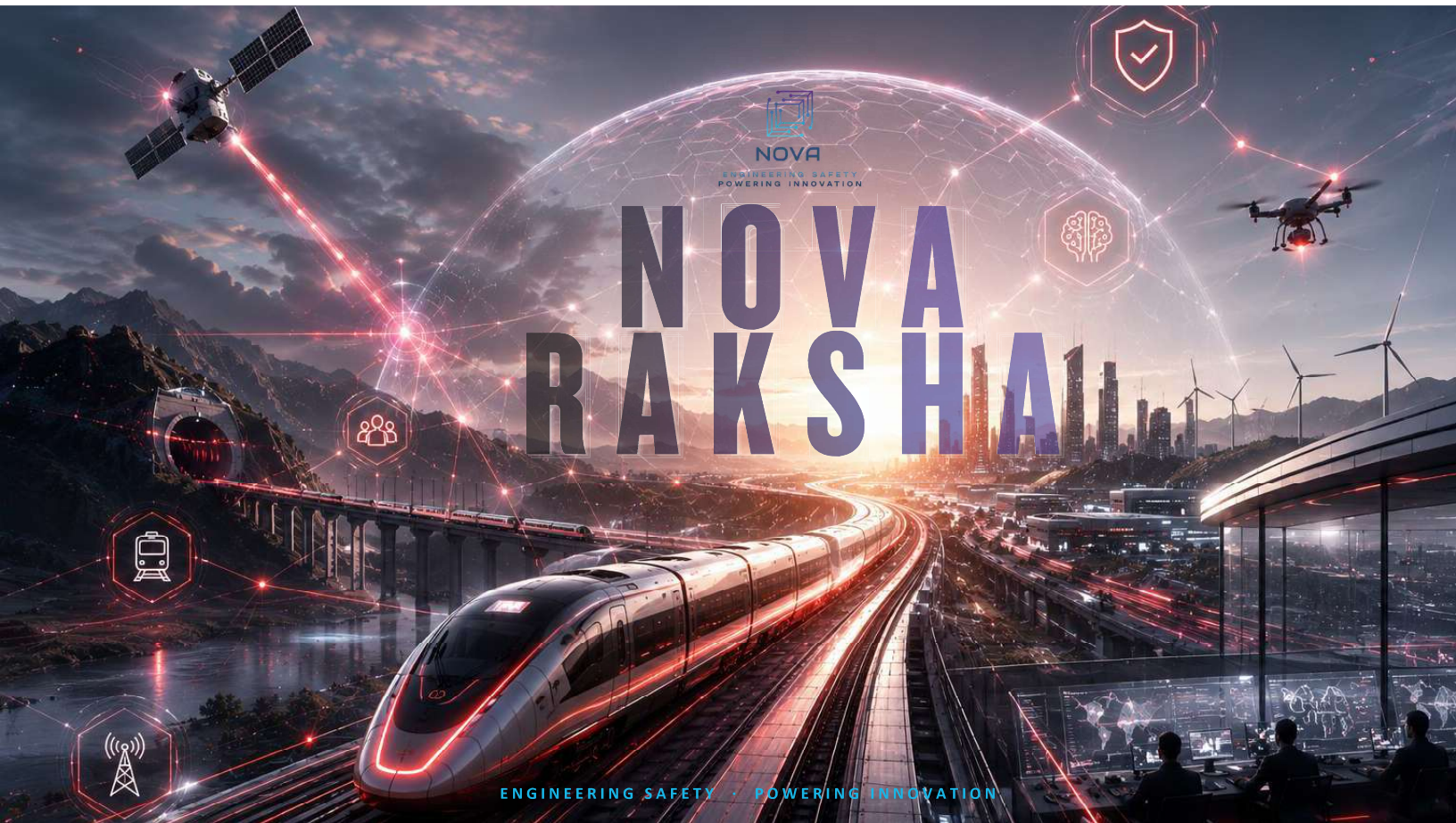
Application Submission	Cleared · Sep 2025
CCA Approval	Cleared · 15 May 2026
Field Trial Order	Target · Oct 2026
Prototype Approval	Target · Dec 2026
Field Trial Completion	Target · Oct 2027
RDSO Final Approval	Target · Dec 2027

KAVACH COMMERCIALISATION JOURNEY

Revenue Recognition – Field Trial	Target · Oct 2027
Developmental Order (20% of Locomotive Tenders + 100% of Station KAVACH tenders)	Target · Mar 2027
Revenue Recognition – Developmental	Target · Mar 2028
Commercialisation – Steady State Revenue Recognition	Target · Aug 2028

~₹1 lakh crore ADDRESSABLE OVER NEXT 5 YEARS	60,000+ ROUTE KILOMETRES TO BE COVERED	20,000+ LOCOMOTIVES TO BE FITTED	25–30% INDICATIVE SEGMENT EBITDA POTENTIAL
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Market figures represent management’s assessment of the total addressable KAVACH opportunity and indicative segment economics. They are not a forecast of the Company’s revenue or margins.





One Platform. A Universe of Rail Safety.

*A single SIL-4 certified compute core—engineered in India—powering train protection interlocking, CBTC and the next generation of signalling systems.
Built once. Proven once. Reused everywhere.*

SUITE OF SIL-4 PRODUCTS

01. TRAIN PROTECTION SYSTEMS

- KAVACH 4.0
- INTERLOCKING & TRAIN DETECTION SYSTEM
- PLATFORM SCREEN DOORS

02. TRAIN CONTROL SYSTEMS

- KAVACH 5.0
- BTCS (BHARAT TRAIN CONTROL SYSTEM) / ERTMS (EUROPEAN RAIL TRAFFIC MANAGEMENT SYSTEM)
- CBTC (COMMUNICATION-BASED TRAIN CONTROL)



NOVA
ENGINEERING SAFETY
POWERING INNOVATION

03. INTELLIGENCE & MONITORING

- RDPMS (REMOTE DIAGNOSTIC AND PREDICTIVE MAINTENANCE SYSTEM)
- CTC (CENTRALISED TRAFFIC CONTROL / TMS (TRAFFIC MANAGEMENT SYSTEM)

04. TRAIN INTELLIGENCE & PROPULSION SYSTEMS

- DPWCS (DISTRIBUTED POWER WIRELESS CONTROL SYSTEM)
- TCMS (TRAIN CONTROL AND MONITORING SYSTEM)
- PROPULSION SYSTEM

NOVA RAKSHA · SIL-4 SAFETY PLATFORM

A SOVEREIGN PLATFORM, BUILT FOR WHAT'S NEXT.

The global signalling industry is converging on common-platform architectures. NOVA brings that approach to indigenously certified systems.



01

Indigenous & Sovereign

Designed and built in India on RDSO-aligned standards — without foreign IP dependency.

02

Proven SIL-4 Safety

A diversified 2oo2 architecture, independently assessable against EN 50126/28/29.

03

Faster to Field

Module reuse compresses development and certification timelines for every new system.

04

Future- Ready

Scalable to next-generation communications, autonomy and global signalling standards.

11

PRODUCTS

₹2,75,000 Cr

ADDRESSABLE MARKET

SIL-4

CERTIFIED CORE

100%

INDIGENOUS IP

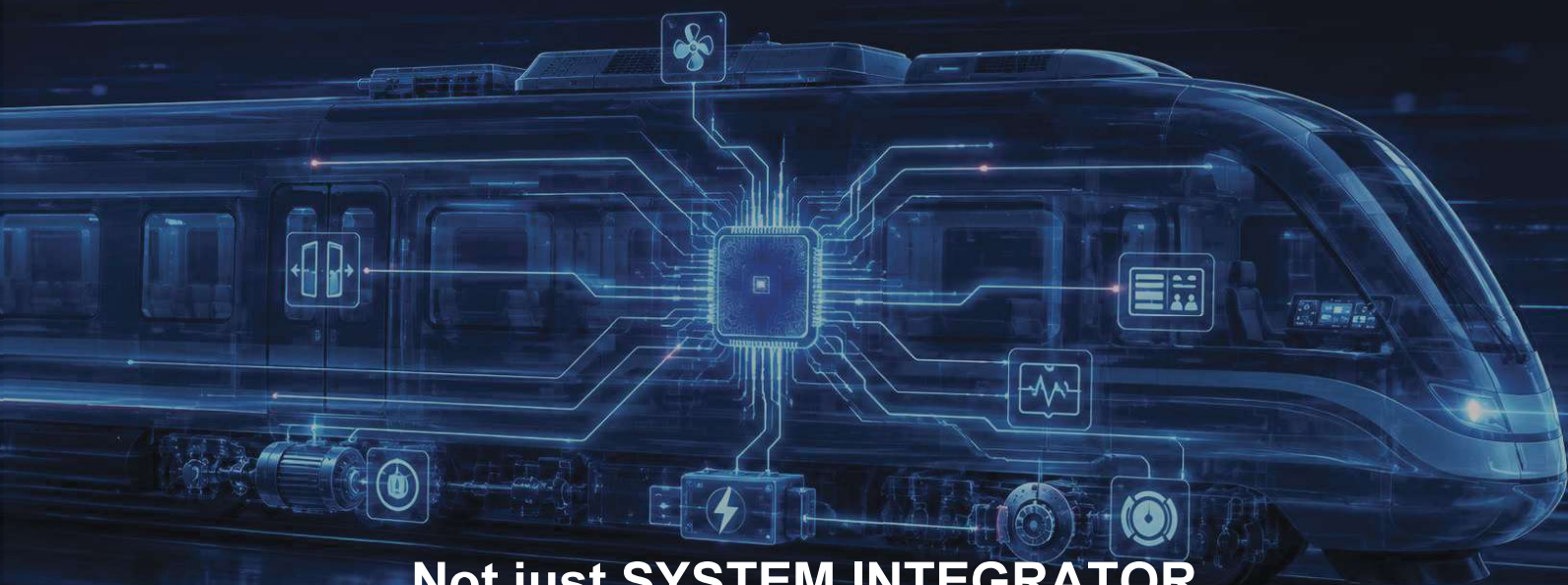
Designed in India. **READY FOR THE WORLD.**



NOVA RAKSHA · ROADMAP

FY'27 to FY'31 – Each bucket shown as a single track – the span across its products from first development to full commercialisation.





Not just SYSTEM INTEGRATOR
ENGINEERING MOBILITY
BUILDING INTELLIGENCE



ANNEXURE

For more details, please refer to our Annual Report.

Comprehensive information on our business, strategy, financial performance, governance, ESG initiatives and more is available in our Annual Report on the e2E Rail website.



READ OUR ANNUAL REPORT



<https://etoerail.com/annual-re/ports/>

BUILDING
A SAFER,
SMARTER
AND MORE
CONNECTED
TOMORROW

