

JINDAL DRILLING & INDUSTRIES LTD.

INTERIM CORPORATE OFFICE : PLOT NO.106, SECTOR-44, GURGAON-122 002 HARYANA (INDIA)
TEL : +91-124-4624000, 2574326, 2575626 • FAX : +91-124-2574327
E-mail : contacts@jindaldrilling.in Website : www.jindal.com
CIN : L27201MH1983PLC233813

CORPORATE OFFICE : PLOT NO. 30, INSTITUTIONAL SECTOR-44, GURGAON-122 002 HARYANA (INDIA)

E- Communication

JDIL/SECT/2025-26

07th March, 2026

BSE Ltd
25th Floor, P.J. Towers,
Dalal Street, Mumbai-400 001
Security Code: 511034

National Stock Exchange of India Limited
Exchange Plaza, C-1, Block-G
Bandra-Kurla Complex
Bandra (E), Mumbai – 400 051
Security Code: JINDRILL

Sub.: Newspaper advertisement – Public Notice to Shareholders - Special Window for Re- Lodgment of Transfer requests of Physical Shares.

Dear Sir/Madam,

Please find enclosed herewith the advertisement published in Business Standards (in English), Mumbai Lakshdeep (in Marathi) on 07th March 2026, informing shareholders regarding opening of Special Window for Re-Lodgment of Transfer requests of Physical Shares in reference to SEBI Circular dated January 30, 2026.

You are requested to kindly take the same on record.

Thanking you,

Yours faithfully,
For Jindal Drilling And Industries Limited

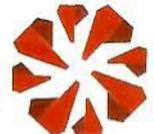
(Binaya Kumar Dash)
Company Secretary

JINDAL
DRILLING & INDUSTRIES LTD.

OPERATIONS OFFICE : 3RD FLOOR, KESHAVA BUILDING, BANDRA - KURLA COMPLEX, BANDRA (EAST), MUMBAI - 400 051
TEL : +91-22-26592889, 26592892, 26592894 • FAX : +91-22-26592630

REGD. OFFICE : PIPE NAGAR, VILLAGE- SUKELI , N.H. 17, B.K.G. ROAD, TALUKA ROHA, DISTT. RAIGAD - 402126 (MAHARASHTRA)
TEL : +91-02194-238511, 238512, 238567, 238569 • FAX : +91-02194-238513

MEMBER : INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS, HOUSTON, TEXAS, USA



IADC
MEMBER

Cruising on the road less taken

As women open new doors everywhere, the gaps in motorsports — on and off the track — also stand exposed



AYUSHI SINGH
New Delhi, 6 March

It is a regular weekday morning. At the Madras Motor Race Track (MMRT) in Chennai, a rider adjusts her gloves, zips up her jacket, locks her helmet, and lifts a superbike off its stand as she awaits the marshal's signal. There is no announcement, no acknowledgement as she rides out.

This shouldn't be news. But in India, it still risks unsettling a landscape long organised around men. Women rode, trained, and learned mostly from the sidelines, piecing together experiences through personal endurance, borrowed access, and informal networks.

"The talent is there," said Aishwarya Pissay, India's first motorsport world champion and its most successful woman racer. "What is missing is the ecosystem that puts women in front of the right sponsors, coaches and teams."

Women are now venturing into a sport that never imagined them as riders, endurance travellers, karting prodigies, supercar owners or Formula 1 professionals. There are many hurdles along the way, not least that of costs — not just of machines, but also of time, recovery, training and failure. This means that for most women entering the sport, the question is not only whether they can ride, but how long they can afford to stay in it.

Unlike global motorsport ecosystems, where junior pathways are increasingly subsidised through manufacturer-backed academies, team development programmes and structured feeder competitions, India still operates on the assumption of individual risk, including costs surrounding mistakes, track-time and crashes. Without institutional backing, riders often have to fund their own training, a burden that disproportionately affects women, who tend to enter later in life and with fewer inherited networks.

Not just a machine

Aishwarya Pissay began riding at 18, late by racing standards, with no intention of turning it into a career. "It started as a hobby," she said. "But the motorcycle stopped being just a machine. It became a space where I could exist without labels, expectations or assumptions."

"In motorsport, nothing pauses cleanly. If you're injured, the season doesn't wait. If the season doesn't wait, funding disappears. And once funding disappears, careers stall."

Rally-raid racing, the discipline in

which Pissay went on to win the FIM Bajas World Cup in 2019 — becoming the first-ever Indian motorsports competitor to claim a world title — is not only physically punishing but financially draining. A full international season can cost ₹1.5-2.5 crore once training, competition bikes, spares, logistics, medical support and team operations are accounted for. Even before a rider reaches an international starting line, training years alone can run into millions of rupees.

"People see the race days," she said. "They don't see the preparation, the recovery, the uncertainty. You're always balancing training and funding at the same time."

However, through TVS Racing, founded in 1962, Pissay progressed from circuit racing into one-make championships, where all riders compete on identical motorcycles, and eventually into rallying within a single system, with standardised machines, coaching continuity and calendar certainty. "Structure changes everything," she said. "It lets you plan recovery. It lets you come back after injury. Without that, even world champions operate rally-to-rally."

TVS Racing has spent decades building motorsport pathways that absorb early risk and support riders before they are commercially viable, through one-make series, factory-backed teams and long-term technical investment. For Pissay, that backing meant something more than prize money: The ability to compound results instead of resetting after every setback.

As in any other sport, the combination of talent and a supportive system is key to success. But that begs the question of who absorbs the risk when talent alone is not enough. Thankfully, some competitors learn to spot the gap early — even before careers take off.

While still a teenager, Atiqa Mir, a karting prodigy, broke lap records and went on to win a race in the MicroMax category at the Rotax Max Challenge International Trophy at Le Mans, becoming the first female to win a race in the series. She was later selected for the 'Discover Your Drive' programme linked to the Formula 1-backed F1 Academy, competing internationally while balancing school, training calendars and travel.

"I knew I was good before," she said. "But beating the best drivers in the world is when I started believing in myself. Karting is where bias shows up first. The boys don't like being beaten by a girl. Respect comes only after repeated proof."

Support systems, often family-led, are key, as are forays by other women — Urvashi Patole's The Bikerni, founded in 2011, for instance, scouts for other women who ride or want to learn. "There wasn't one big defining moment," Patole said. "Over time I noticed I looked forward to rides more than anything else, and that my life-decisions quietly started adjusting around the roads I wanted to take."

"In the beginning, access was a big challenge. Gear options for women were rare, riding groups were almost entirely made up of men, and safety was a constant concern. Confidence wasn't instant — it came from time on the saddle."



Aishwarya Pissay is India's first motorsport world champion and its most successful woman racer

Stepping out for real

Riding together softened the fear of ordinary things — like a woman riding to work for the first time, another attempting a highway stretch, someone fitting rides between caregiving and jobs. Riding stopped being a statement and became routine. What The Bikerni offered was a safer way to decide whether the risk was worth taking.

A similar recalibration unfolded in India's supercar culture. Before the Queens Drive Club (QDC), women were present but peripheral, visible at events, absent behind the wheel.

"At most supercar meets, women came along but didn't drive," founder Rishika Jatin Ahuja said. "The cars were theirs, but the confidence wasn't. Many were terrified of stalling, scraping, being judged. Men are allowed to learn in public. Women are not."

Today, QDC functions as both a driving community and a professional network, with women managing planning, logistics and execution. In a space where supercars traditionally signal money, the centre of gravity has shifted quietly to competence and labour. Over time, the club has also linked driving to employability, sponsoring commercial driving training and positioning mobility not just as leisure, but as jobs.

Not surprisingly, many women drop out after starting to ride. At MoTo Lyfe, founder Amit Saini observed that dropout rarely came from fear. "It came from fragmentation, a workshop here, an informal ride there," he said. "What was missing was an end-to-end roadmap."

Since 2018, MoTo Lyfe has trained more than 3,500 women, and it has a wider community of over 7,000 riders across cities. "We don't rush confidence," Saini said. "When women stay riding consistently for six to eight months, hesitation rarely returns."

Similar training pipelines are also emerging within competitive racing. RACR, a racing academy founded by multiple national champion Rajini Krishnan, trains riders in racecraft, safety and track discipline before they move into competitive grids. "When I started racing, there was no academy or structured coaching," Krishnan said. "RACR was created to give riders the opportunities I never had — proper training, correct technique and a clear pathway into the sport."

For some the call of the road is hard to ignore. Sameera Dahiya left an IT career after a 16,000-km ride across India during Covid. "That experience taught me mental, physical and emotional balance," she said. "People spend on gadgets and compromise on riding gear. That's backwards. Skill and safety are what keep you alive."

Riding solo

Long before riding communities gained visibility, women were already navigating alone. Maral Yazarloo-Patrick, who rode across 64 countries without institutional support, learned survival the hard way.

"When I started riding, there was no roadmap," she said. "You either learned by doing, or you didn't." Her defining lesson came in Tanzania, riding through a wild-animal zone while pregnant. "If it's not death, there is always a solution."

Roshni Misbah, widely known as the 'hijabi biker', said, "It felt like freedom. It was me." When her bike once refused to start, she dragged it nearly three kilometres to workshop. "That was the moment I felt strong."

Niharika Ghorpade, an FIA-accredited motorsport journalist and the only Indian woman regularly reporting from the Formula 1 paddock, says women entering the sport often face a

credibility gap early in their careers. "There was a constant sense of dismissiveness around your opinions, whether technical or sporting," she said. "In my younger years, I definitely had to work harder just to be noticed as much as my male counterparts."

Through TVS Racing, Pissay moved across formats without having to reset her career each season. "Structure lets you plan seasons," she said, referring to structured institutional support. "It lets you recover properly, come back after injury, and not start from zero every time."

"Access cannot depend only on personal wealth," said Vimal Sumbly of



TVS Motor Company. "If talent is identified early, the system has to absorb the initial risk."

At MoTo Lyfe, initiatives such as Her Sawari link riding to gig-economy employability. At RACR, women enter the world of mechanics, data and pit



Women are now venturing into a sport that never imagined them as riders, endurance travellers, karting prodigies, supercar owners or Formula 1 professionals

operations. At QDC, women run operations end to end. These roles rarely attract cameras. But they determine who stays.

Across India's motorsport landscape, these efforts are beginning to close gaps that once pushed women to the margins of the sport. Training academies, riding communities and manufacturer-backed programmes are slowly building something the sport has long lacked — continuity. In motorsport, speed may win races. But it is structured support that decides who gets to stay.

LUPIN LIMITED
Registered Office: Kalpaluru Inspire, 3rd Floor,
Off Western Express Highway, Santacruz (East), Mumbai - 400055.
Tel: +91-22-6840 2323, CIN: L24100MH1983PLC023442
Email: investor.services@lupin.com, Website: www.lupin.com

NOTICE OF SPECIAL WINDOW FOR TRANSFER AND DEMATERIALISATION OF PHYSICAL SHARES

Notice is hereby given that in terms of SEBI Circular No. HO/38/13/11(2)/2026-MIRSD-POD/1/3750/2026 dated January 30, 2026, has opened a special window for a period of one year from February 05, 2026 to February 04, 2027 for transfer and dematerialisation ("demat") of physical securities which were sold/purchased prior to April 01, 2019.

The transfer requests, which were submitted earlier and were rejected/returned/not attended to, due to deficiency in the documents/process/or otherwise, are required to be re-logged during the period from February 05, 2026 to February 04, 2027 with our Registrar and Transfer Agent (RTA) viz. MUFG Intime India Pvt. Ltd., C-101, Embassy 247, L. B. S. Marg, Vikhroli (West), Mumbai-400083. Email: investor.helpdesk@in.mpmf.com, Website: www.in.mpmf.com

Further to inform you that upon transfer (if all the documents are found in order), shares shall be credited to the Transferee only in demat mode and shall be under lock-in for a period of one year from the date of registration of transfer. Such securities shall not be transferred/lien-marked/pledged during the said lock-in period.

Therefore, the Transferee should open/maintain a demat account and submit the Client Master List ("CML") of the same (not older than 2 months) duly attested by the Depository Participant, together with transfer documents, Original share certificate and Undertaking in the prescribed format.

Further, the following cases will not be considered under this special window:
Cases involving disputes between transferor and transferee.
Securities which have been transferred to Investor Education and Protection Fund (IEPF).
Kindly note that the transfer requests lodged/re-logged after the stipulated date of February 4, 2027, will not be entertained.

For further information and requirements please contact our RTA at 810 811 6767 and investor.helpdesk@in.mpmf.com

For Lupin Limited
Sd/-
Amit Kumar Gupta
Company Secretary
(ACS - 15754)

Date: March 06, 2026
Place: Mumbai

JINDAL DRILLING AND INDUSTRIES LIMITED
(D.P. JINDAL GROUP COMPANY)
CIN: L27201MH1983PLC233813

Registered Office: Pipe Nagar, Village- Sukelli, N.H.17, B.K.G. Road,
Taluka Roha, Distt. Raigad - 402126, Maharashtra; Phone: 0124-4624109
E-mail: secretarial@jindaldrilling.in; Website: www.jindal.com

Corporate Office: Plot No. 30, Institutional Sector 44, Gurugram-122003, (HR)
Interim Corp. Off.: Plot No.106, Institutional Sector-44, Gurugram-122 003 (HR)

SPECIAL WINDOW FOR TRANSFER AND DEMATERIALISATION OF PHYSICAL SHARES

Pursuant to SEBI Circular No. HO/38/13/11(2)/2026-MIRSD-POD/1/3750/2026 dated 30th January, 2026, all shareholders are hereby informed that a special window has been opened for a period of one year, from 5th February, 2026 to 4th February, 2027, to facilitate transfer and dematerialisation of physical securities which were sold/purchased prior to 1st April, 2019. The said special window shall also be available for such physical share transfer requests which were submitted earlier but were rejected/returned/not attended to due to deficiency in the documents/process/or otherwise.

All securities transferred under this special window shall be mandatorily credited only in dematerialised form to the transferee's demat account. Further, such securities shall be subject to a lock-in for a period of one year from the date of registration of transfer, during which the securities shall not be transferred/lien-marked/pledged during the said lock-in period.

The transferee shall be mandatorily required to submit all documents, as prescribed under the aforesaid SEBI Circular, to the Company's Registrar and Share Transfer Agent (RTA), i.e., Alankit Assignments Limited, 4E/2, Jhandewalan Extension, New Delhi-110055, Tel No: 011 - 23541234, 42541234, E-mail Id: rtaj@alankit.com or can write to the Company at secretarial@jindaldrilling.in.

Cases involving disputes between the transferor and transferee shall not be considered under this special window and Securities that have already been transferred to the Investor Education and Protection Fund (IEPF) shall not be eligible for processing under this special window.

For Jindal Drilling and Industries Limited
Sd/-
Binaya Kumar Dash
Company Secretary

JINDAL
D.P. JINDAL GROUP

Place: Gurugram
Date: 06.03.2026

Reliance
Industries Limited
Incorporated in India

Regd. office: 3rd Floor, Maker Chambers IV, 222, Nariman Point, Mumbai - 400 021.
Phone: 022-3555 5000, Email: investor.relations@ril.com
CIN: L17110MH1973PLC019786

NOTICE

NOTICE is hereby given that the following certificate(s) issued by the Company are stated to have been lost or misplaced and Registered Holders thereof have applied for the issue of duplicate certificate(s).

Sr. No.	Folio No.	Name / Joint Names	Shares	Certificate Nos. From - To	Distinctive Nos. From - To
1	31722853	Bharatiben Solanki	40	4066677-678	64542839-878
			18	7281564-564	14549530-547
			12	10495296-296	187837329-340
			25	16790723-723	469702020-044
			70	53633364-365	1255913048-117
			25	55166977-977	1341517633-657
			140	62473689-689	2208707482-621
			50	62802727-727	2231592010-059
			280	66730660-660	688258432-711
			100	67126226-226	6913931828-927
			300	54813819-824	1328335074-373
			600	6264998-798	2221320966-565
			1200	66913554-554	6897391653-852
			1000	66915458-558	6899330570-569
Total			3860		

The Public is hereby cautioned against dealing with these shares in any way. Any person(s) who has / have any claim against these shares, should lodge such claim with the Company's Registrar and Transfer Agent viz. "KFin Technologies Limited" Selenium Tower B, Plot No. 31-32, Gachibowli Financial District, Nanakramguda, Hyderabad - 500 032, within Seven (7) days from the date of publication of this notice, failing which, the Company will proceed to issue letter(s) of confirmation in lieu of duplicate certificate(s) in respect of the aforesaid shares.

for Reliance Industries Limited
Sd/-
Savitri Parekh
Company Secretary and Compliance Officer

Place : Mumbai
Date : March 6, 2026

www.ril.com

MAHARASHTRA SEAMLESS LIMITED
(D.P. JINDAL GROUP COMPANY)
CIN: L9999MH1988PLC080545

Registered Office: Pipe Nagar, Village Sukelli, BKG Road, NH-17,
Taluka Roha, Distt. Raigad - 402126 (Maharashtra); Tel. No. 02194 - 238511
E-mail: secretarial@mahaseam.com; Website www.jindal.com

Corporate Office: Plot No. 30, Institutional Sector-44, Gurugram - 122003 (HR)
Interim Corp. Off.: Plot No.106, Institutional Sector-44, Gurugram-122 003 (HR)

SPECIAL WINDOW FOR TRANSFER AND DEMATERIALISATION OF PHYSICAL SHARES

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Cases involving disputes between the transferor and transferee shall not be considered under this special window and Securities that have already been transferred to the Investor Education and Protection Fund (IEPF) shall not be eligible for processing under this special window.

For MAHARASHTRA SEAMLESS LIMITED
Sd/-
Ram Ji Nigam
Company Secretary

JINDAL
D.P. JINDAL GROUP

Place: Gurugram
Date: 06.03.2026

