November 19, 2025

To
The Manager-Listing Department
National Stock Exchange of India Limited Exchange
Plaza, 5th Floor, Plot No. C/1, G-Block,
Bandra-Kurla Complex Bandra (E),
Mumbai - 400 051

SCRIP CODE: PRLIND

SUB: ANNNOUNCEMENT UNDER REGULATION 30 OF SEBI (LISTING OBLIGATIONS AND DISCLOSURE REQUIREMENTS) REGULATIONS, 2015-EARNING CALL TRANSCRIPT

Dear Sir,

Pursuant to Regulation 30 of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 and in furtherance to our letters dated November 07, 2025 and November 12, 2025, please find enclosed herewith the Post Earnings Call Transcript with the Investors held on November 12, 2025 at 02:00 P.M. to discuss the financial performance of the Company for the Half Year Year ended on September 30, 2025.

This transcript along with the recording link of the earning call shall also be made available on the Company's website.

Kindly take the same on records.

Thanking you.
Yours faithfully,
For Premier Roadlines Limited

GAURAV CHAKARVATI
Digitally signed by GAURAV CHAKARVATI
Date: 2025.11.19 16:06:07 +05'30'

Gaurav Chakarvati
(Company Secretary & Compliance Officer)
M. No. A69115

"Premier Roadlines Ltd. H1 FY26 Conference Call"

November 12, 2025

MANAGEMENT: MR. VIRENDER GUPTA – CHAIRMAN AND MANAGING DIRECTOR, PREMIER ROADLINES LTD.
MR. SAMIN GUPTA – WHOLE TIME DIRECTOR AND CHIEF FINANCIAL OFFICER, PREMIER ROADLINES LTD.

Moderator: Ladies and gentlemen, good day and welcome to the H1 FY26 conference call hosted by Premier Roadlines Limited.

As a reminder, all participant lines will be in the listen-only mode and there will be an opportunity for you to ask questions after the presentation concludes. Should you need assistance during this conference, please signal an operator by pressing '*' and then '0' on your touchtone phone. Please note that this conference is being recorded.

I now hand the conference over to Mr. Akhilesh Gandhi from Stellar Investor Relations. Thank you and over to you, Mr. Gandhi.

Akhilesh Gandhi: Thank you. Good afternoon, everyone. I, Akhilesh Gandhi, on behalf of Stellar Investor Relations, welcome you all to the Premier Roadlines H1 FY26 Earnings Conference Call.

We shall be sharing the key operating and financial highlights for the first half of the year ended on September 30th, 2025. We have with us today the Management of Premier Roadlines Limited, Mr. Virenderji Gupta. He is the Chairman and the Managing Director. And with him, we also have Mr. Samin Gupta. He is the Whole Time Director and Chief Financial Officer.

Before we begin, I would like to state that this call may contain some forward-looking statements which are completely based upon companies' beliefs, opinions, and expectations as of today. The statements made in today's call are not a guarantee of future performance, also involve unforeseen risks and uncertainties. The company also undertakes no obligation to update any forward-looking statements to reflect development that occurs after the statement is made. Documents relating to the company's financial performance, including investor presentation, have already been uploaded on the Stock Exchange.

I now invite Mr. Virenderji Gupta to state his opening remarks on the company's performance for the first half of the year ended on September 30th, 2025. And after that, we'll open the floor for the questions and answers.

Thank you and over to you, sir.

Virender Gupta: Thank you, Gandhi, and good afternoon, everyone. Thank you for joining us on today's earning call. I am Virender Gupta, and on behalf of the entire Premier Roadlines team, I would like to extend a warm welcome to all of you. We hope you had an opportunity to go through our investor presentation that is available on the Stock Exchanges.

Today, I will take you through the key financial and operational highlights for the six-month period, and the full year ended September 30th, 2025.

The first half of the year is generally a bit softer for us because of the monsoon season and slower project approvals. However, this year we witnessed good demand in the Over-Dimensional

Cargo segment, led by higher activity in the power cable industries particularly in the transformer movements. To support the growth in our operations, we have expanded our own fleet during the period. We have added two new pullers, 32 axles, taking our total fleet strength to nine pullers and 106 axles. This expansion was funded through a careful mix of internal accruals and bank finance. In line with our asset-right approach, every investment is made after a thorough assessment of long-term values and returns, ensuring that our capital is deployed efficiently and responsibly.

Looking ahead of FY26, we expect growth momentum to remain strong, supported by increased project approvals, faster infrastructure development, and a positive economic outlook. We are expanding our project logistics and over-dimensional capabilities to manage larger movements across sectors such as transformer, renewable energy, cement, hydrocarbons. With our specialized fleet, strong execution, trusted client relationship, Premier Roadlines is well-positioned to capture new opportunities and play a meaningful role in India's infrastructure growth. Our focus remains on operational efficiency, disciplined growth, and delivering long-term values for all stakeholders.

Thank you for your time and continuous support. Now I hand over to Samin Gupta, who will walk you through our detailed financial and operational performance.

Samin Gupta: Thank you and good afternoon, everyone. I am Samin Gupta, Director and CFO of Premier Roadlines Ltd. I will guide you through the 'Financial' and 'Operational' performance for the First Half of Financial Year 2026.

Our total revenue stood at Rs. 141 crores, which was an increase year-on-year basis of 25%. In terms of the segment mix, contracted integrated logistics contributed 35%, ODC contributed 32%, project logistics contributed 18%, and general logistics contributed 15%. Our EBITDA which came in at Rs. 13 crores was up by 54% year-on-year with an EBITDA margin of 9.3% when compared to 7.5% in the same period last year. Our profit after tax also stood at Rs. 8 crores approximately, which was up 38% year-on-year. And our PAT margin has improved to 5.4% from the last year 4.9%. The improvement in profitability was mainly driven by a higher share of ODC logistics which continued to be more margin accretive. On the balance sheet front, we remain in a strong financial position. Our ROE stood at 16% and ROCE at 20% on an annualized basis. The debt-to-equity ratio improved to 0.19x, reflecting our prudent capital management and continued balance sheet strength.

Operationally, our total number of orders increased from 15,735 to 17,000 this particular year, while the number of customers served came down from 594 to 467. The reduction of customers has already been previously explained. It is a strategic decision to focus on high-quality, long-term partners with an entry barrier. Although the overall customer count declined, the rise in total orders reflect stronger engagement and repeat business from existing clients. The average revenue per order also improved from 71,599 to 82,870 which was supported by high-value ODC cargo movements.

Looking ahead to Financial Year 2026, the H2, we expect strong momentum to continue in the project logistics and ODC, supported by increased infrastructure activities which is a favorable macroeconomic outlook, and the rising capital expenditure across key industries where we are working for. We are seeing especially promising opportunities in sectors such as transformers, cement, oil and gas, renewable energy. Each of these areas requires sophisticated logistics solutions that align closely with our core strengths and is a complete fit of our logistics services. We also secured major projects from many names in this particular first half and the next set of names would be updated soon. At the same time, we continue to deepen our relationships with leading clients such as Siemens, GE, Hitachi, CG Power, Atlanta, and Transformer Rectifier, and many more in the transformer industry. Our consistent focus on building long-term partnerships has established Premier Roadlines Ltd. as a preferred logistics service provider for critical movements especially in the transformer logistics.

The transformer and the power equipment segment continues to gain traction. India's grid upgrades and the growing focus on renewable energy are driving strong demand for large transformer movements across the country where our expertise and heavy knowledge provides a clear advantage. In the oil and gas sector, upgrades in the refinery capacity, pipelines, storage facilities are creating a steady flow of demand of over-dimensional cargo and project logistics where dependable execution and timely delivery are critical. Each of these sectors represent not only a significant opportunity but also a natural extension of our work we already do. As these industries expand, we are confident that PRL will continue to be a trusted partner for supporting their growth.

For the full year, Financial Year 2026, our focus remains on operational excellence, disciplined capital deployment, and deepening our customer relationships. And our strategy remains clear as we continue to strengthen our asset-right model, expand into logistics intensive industries, and also build on our reputation for a strong execution in future orders.

With that, we now open the floor for questions.

Moderator: Thank you very much. We now begin the question-and-answer session. Our first question comes on the line of Jatin Agrawal from Manish J Mundada & Associates.

Jatin Agrawal: You had previously promised, guided a 30%-35% CAGR for the next three years. That I am supposing in May 2025. And this year you have already done 141 crores for the first half. So, are we still on track for the 30%-35% CAGR?

Samin Gupta: As of now, we do look on track with the guided guidance. As our business is typically H2 heavy and you have seen in the past trends that H2 comprises mainly 65%-70% sometimes, it is an approximate number of the total revenue. So, we do look at par with the guidance as given before.

Jatin Agrawal: If I am correct, then somewhere around 380-390 crores is what we could expect by the end of FY26?

Samin Gupta: I won't comment yes or no on any number. But as guided before, we will not change any guidance, and it would remain as it is.

Jatin Agrawal: My second question is, previously you said that you are targeting 75% ODC plus project. On a full-year basis.

Samin Gupta: Yes, on a full-year basis.

Jatin Agrawal: On a full-year basis. And currently by H1, I guess it is around 60% ODC plus project.

Samin Gupta: Yes.

Jatin Agrawal: So, can we expect by this financial year-end 75% revenue share from these two categories and also the margin improvement we can expect? Is it going to EBITDA? Can we expect a double-digit EBITDA?

Samin Gupta: Like I mentioned, it was our clear goal and it was an objective that we had that we want to be more of a project. We want to keep the revenue mix of project logistics and ODC more than contracted and general logistics. So, our efforts will be as high as it can go to make sure that we are staying up to the commitments and we are giving 75% revenue share of ODC and project logistics on a full-year basis. And of course, once that commitment and once that objective is fulfilled, the margins will follow.

Jatin Agrawal: Also, how is the feedback regarding the defence sector? You had recently entered the defence logistics sector, and are you happy with what's happening over there? Because you had mentioned that they are not valuing your services.

Samin Gupta: We are not pretty much focusing more on defence now because they do not value the provider, but they value the cost and there's intensive competition there. There's no entry barrier. In some places, of course, it took us a very long time to get on their vendor list, but they are just comparing us with the normal unlisted players. So, we believe it's a time waste for our organization and we are not focusing more on defence. We do still cater to defence logistics, but that's a very negligible amount of the total revenue. So, we are not keeping it as one of the key sectors like we are for others.

Jatin Agrawal: My final question, the new fleet that you had mentioned, so could you just tell me what new additions have been made by H1 of FY26 and what more can we expect going forward?

Samin Gupta: We have added Goldhofer axles and Volvo Pullers in the previous half of the financial year. And going forward, on need basis we shall be adding more, but I don't think that we'll be adding any more axles for this particular financial year of heavy duty. But if required, we shall be adding some lower capacity axles of Indian made manufacturers such as VMT or Super Bhim. So, that is the plan as of now and it's still on a very initial stage, but if something comes up in the business update, we will absolutely inform the investors.

Jatin Agrawal: A follow up for this is, how are you planning to finance any of the further CAPEX?

Samin Gupta: It's a mix of internal accruals and bank financing.

Moderator: Our next question comes from the line of Rajeev Kankariya from Faith Industries Limited.

Rajeev Kankariya: Just two questions from my end. Could you throw a light on the TAM for the ODC and Project Logistics overall market size? And since our revenue is somewhere around 200-300 crores for this segment, how big is the entire industry and who are the competitors and how big are they?

Samin Gupta: Like always, I've been stating that we don't have an exact number, but I can give you that sort of insurances that from where we are, we can easily grow 5x to cater to the entire segment of ODC and Project Logistics. So that may answer your question. And in that particular process also, we will be having a portion of the total addressable market. So that probably gives you an idea that how big the market could be.

Rajeev Kankariya: But 5x from this size would still be a small segment according to me. Do you think the TAM is that small?

Samin Gupta: See, it is just about our capacity I'm talking about. Of course, we will also have some limitations in terms of catering to that particular demand. And I can only comment about me. So, we are comfortable, Premier Roadlines is comfortable to grow 5x with this particular market condition.

Rajeev Kankariya: From the current resources you have.

Samin Gupta: Yes, exactly, from the current resources I have.

Rajeev Kankariya: So over time, in five years, you grow, say, 5x. And within that period of time, if you also add a few more resources to your entire fleet, so gradually, you will also grow, and the market size would also grow. But what is the current, maybe if you could just throw a light on how big is your competitor as of now?

Samin Gupta: I will not comment on any competitor because there's nobody on the listed front. On the unlisted front, there are many people who are competing with us. But just to give you an idea, like I mentioned, if you know, my previous my answer does not satisfy your question. So just to give you an idea right now. There's so many number of renewable energy parts are in currently processed. All solar panels are being sent there. All wind energy, wind blades and everything are setting up. So, for that you need transformers. For that you need wind blades to be moved. For that you need solar panels to be moved. So, with the renewable energy right now kicking in and how aggressively it's expanding, the demand and the total addressable market is huge. And there's no number that we can put to it because there's no available data online that what is the transportation spend on these particular projects that may come through. Right now, it's renewable energy, cement and oil and gas. In say next 2-3 years, you never know which industry might be in more favorable conditions. And the good part about Premier Roadlines Limited is that we are very much diversified with all the segments and all the sectors. We are working right now for close to 12 sectors and we are working for all the big names in those 12 sectors. The total market and the total opportunity is always there and it's a huge opportunity. And I'll definitely try to get a number if I can and I'll get back to you on mail or something if possible.

Rajeev Kankariya: A follow up on that would be in say general logistics, we all know that the entire market is crowded. What's the competitor intensity in ODC and project logistics? Is this market as crowded as well? Because there's a lot of business, you're current doing as well as of now. So, is that market crowded as well in terms of offering?

Samin Gupta: I'll give you an example right now. We are moving almost 30 feet high cargo from the ground level. When I say 30 feet, it's almost a three-story building that we are moving on the road. It's coming from Chakan, which is in Pune. It is going to Barmer, Pachpadra refinery, which is of HPCL, Hindustan Petroleum and it is the oil and gas equipment which is moving. It is a three-story building that is on the road. So just to give you an idea how many people are competing for that, there are not more than 10 people who are eligible to bid for that particular project and to compete for that particular project and have that sort of capability and execution excellence and operational excellence to ensure that particular cargo reaches on time. So that itself gives you an idea and a confidence that general logistics, I agree it's a crowded place. But when you go up the value chain, say over-dimensional cargo or project logistics, you are competing with only a few, a handful. I can name those competitors, and I can visualize those competitors when I'm thinking about that particular project or OTC logistics cargo. So that goes to show that the customers are only trusting a few people and it's not at all overcrowded. It's a very selective few that are always given a preference.

Rajeev Kankariya: The second question would be, since our customer base is now reducing as per our strategy, what would be the mix of, say, top 5 customers or top 10 customers, how much do they account for in terms of revenue size?

Samin Gupta: Not more than 10% of the revenue comes from the top 10,

Rajeev Kankariya: Then it's equally distributed.

Samin Gupta: Yes, since day one, we've been telling and I want to repeat it again, we are very selective with the customers we work for and on paper, the customer base is declining, but the quality of customers we are adding is incomparable and it is beyond reach of any logistics service provider, be it a listed or an unlisted player to go and even have a cup of coffee in their particular offices. So, the names that you see are the biggest assets that we have. We are on the vendor base of all the biggest names and to become a registered vendor and to be a trusted partner for them is the biggest asset and by this, it's an endless, I would say, process. We really want to just work for close to 300-350 customers on a pan-India basis and only the top names going forward.

Rajeev Kankariya: What would be the average revenue per order only for ODC and project logistics if we remove the general logistic part?

Samin Gupta: I don't have a number, but it should be in lakhs.

Rajeev Kankariya: Could you give a guidance for the newly acquired supply chain company? Have you started?

Samin Gupta: No, we cannot give any guidance on that.

Rajeev Kankariya: Have you started business in that?

Samin Gupta: We have not started any business in that. Just normal, some ocean crates and some normal ocean cargos are being booked, but it's not a company which is mature enough that we can give a guidance. So, we just stick to a guidance on a consolidated basis that we have given in the past.

Moderator: Our next question is from the line of Natasha Singh from Arihant Capital Market Limited.

Natasha Singh: My first question is regarding your newly Premier Worldwide Logistics. Wanted to understand how you offer the services like ocean and air freight with the core domestic ODC project logistics.

Samin Gupta: We started this wholly owned subsidiary a few months back and we do have a separate division and team of people who operate in this particular organization. And we have sufficient experience from the past organizations in handling ocean freight and project logistics from the sea. We have been successful to do a few shipments here and there. But because our hands are full in the domestic front, so we are also not able to more concentrate on that and to ensure that that is also promoted. We are not able to put our time and efforts over there. So that's why it's a slow-moving vertical as of now. But in the future, maybe probably a year down the line, maybe 1½ years down the line, it might kick off as the company matures. But as of now, it's just at a starting point.

Natasha Singh: We can see some of the things by H2?

Samin Gupta: You cannot see anything by H2 also. You will probably see some sort of contribution from Premier Worldwide Logistics starting of next financial year. The thing is that Premier Roadlines itself is growing so fast and rapidly and orders are completely piled up. So, there is no reason to even consider Premier Worldwide Logistics balance sheet or the top line or the bottom line as a part of forecasting for Premier Roadlines as a whole. If you understand what I'm trying to say.

Natasha Singh: Secondly, regarding the margins, as given, almost 177 basis point improvement was there in the EBITDA margin which is stronger than usually the demand from the power and cable industry. So basically, what specific structural cost for power pricing improvement you have been focusing on that.

Samin Gupta: I didn't understand your question. You were asking how we are able to improve the margins? Or what is the question?

Natasha Singh: Regarding the EBITDA margin from the power and cable industry.

Samin Gupta: These EBITDA margins are not only coming from power and cable industry. These are just coming from over dimensional cargo and project logistics that we've been doing for this particular half as a whole. But the majority comes from it. How it is coming is a very tough answer. It is because there is demand of project logistics and we are catering to that particular opportunity and we're able to perform keeping our operational checks in place. That's how we're able to get higher margins.

Moderator: The next question is from the line of Deepak Poddar from Sapphire Capital.

Deepak Poddar: Wanted to understand how much is our revenue mix from transformer sectors, overall.

Samin Gupta: Overall, in the project logistics and ODC logistics, this particular first half of 2026, approximately 55% of project logistics and ODC logistics come from transformers only.

Deepak Poddar: That's a big number. And what I understand this transformer sector is doing quite well and expected to do quite well in the forthcoming future, maybe next 2-3 years. So, we are reaping benefit of it, and we expect this benefit to increase as we go forward. So, some sense on the transformer sector impact on us would be very helpful because as I understand, we are very strong in this segment.

Samin Gupta: See, the thing is that to transport the higher MVA category transformers which is 500 MVA, it is approximately 180 tons to 250 tons for different, different manufacturers. So different, different manufacturers have different, different configurations of these particular transformers, but the MVA class is the same. There is only a handful of providers in the entire country to handle these particular transformers because they are first of all heavy in weight. Second of all, the sites where these cargos have to be delivered is always critical. So just to give you an example, right now for this particular first half, we had approximately 8-9 transformers which were just before the foundation, before the plinth which could not be unloaded because of the rains and the roads were completely washed away. So that sort of complications are always there in transformer transportation and us being leaders in this, we believe that in the next 2-3 years when the transformer industry is booming, we will be a good part of it.

Deepak Poddar: This will also help you improve your objective of project logistic and ODC share going up to 75% from currently what, maybe 50%-60%, right?

Samin Gupta: Yes, that's right.

Deepak Poddar: Is there any revised timeline by when we are looking to achieve this 75%.

Samin Gupta: No timeline, sir. It's a goal that we have. It's a goal that we want to reach. And let's hope that we reach it as soon as possible because the faster we reach it, the better the margins will be.

Moderator: Our next question is from the line of Harshil Bhayani, an Individual Investor.

Harshil Bhayani: My first question is on debtor days. These six months, I think our debtor days is coming around 90 days. Is it sustainable in nature or one time? How is it?

Samin Gupta: See, nothing is one time, I would say. You can see our cash flow statement also. It's a very good cash flow statement. And we have been successful and working only for, say, companies which are credible in paying on time. And that's the reason why our customer base is also declining because it's a strategical decision that we have taken after many thoughtful meetings between our investors and also the Board. And going forward, we want to maintain this particular good habit of ours for creating low debtor days and working only for customers which are paying on time. So, you will see this trend continue in the next half and the future financial years as well.

Harshil Bhayani: My second question is on CAPEX. What guidance would you be giving for the CAPEX for H2 and for the next year?

Samin Gupta: No guidance I can give you right now for the CAPEX.

Harshil Bhayani: Any plans to purchase new trucks?

Samin Gupta: There are no concrete plans. Therefore, I'm not able to give you a proper guidance on it. If there are any concrete plans probably it will be updated on the business update for the Q3.

Harshil Bhayani: Since we are signing up with such good customers, my question is on an average basis what percentage of their wallet share we might be holding? Like how many vendors are there, like project-wise or you can give ODC-wise, so how many?

Samin Gupta: In each sector-wise I'll give you. When I talk about Over Dimensional Cargo, so Over Dimensional Cargo comes for transformers because it's a single single moment. So, let's assume we're talking about BHEL. BHEL is Bharat Heavy Electronics and the government organization. So, there will be five players, five vendors and all the jobs will be distributed amongst all five depending on their interest. For example, if I am one of the providers which I have a strong presence in the north, and the west and if more north and west movements will be happening so then probably, I'll be having, say, 33% share in that particular total five corpus of vendors. So, it all depends. It's a case-to-case basis, but you can say that sometimes it's equal, sometimes it's depending on how aggressive I am in that particular region. If I have a return load and a forward load from that particular area, I'll be more aggressive on that front and I'll get the more share. So, in ODC, what I'm trying to say, it's always about 20% that we will get a share. In project logistics, it's only 50%. It's always between two people. If there's a project coming up, it is maximum divided into two people. But most of the time its given to a single person altogether. And in general logistics, it is again four people which are competing for total, say, spot bidding. And contract logistics it's hardly 2-3 people who are competing with each other for the contract.

Harshil Bhayani: That's very good, actually. Are we like having any concentration with any customers, say top 5 or top 10 or is the revenue bifurcated?

Samin Gupta: It's very equally bifurcated. There is no concentration in any customer. We have a proper system of credit limits. Our credit control department is very strong in that front. Before starting to work with any particular organization, we give them credit limits that this is the maximum work that we will do for this particular organization in this period. And if the limit is about to be utilized by 90%, we take a back foot and we stop supplying them trucks and we first ask for our payments to be cleared and then only we will again resume our services. So that way our concentration is not at any few set of customers at any time.

Harshil Bhayani: The next question is, can you give us a gross margin like project wise, so ODC what gross margin do we normally have, what about project logistics or contract and general logistics.

Samin Gupta: It’s a very simple answer. (+) 12% is what I have for project logistics and over-dimensional cargo and 12 and below is for general and contracted.

Harshil Bhayani: Blended is coming 9.3 that way. So, this is EBITDA margin or gross margin?

Samin Gupta: EBITDA Margin

Harshil Bhayani: My last question is in one of the previous answer you mentioned low barrier entry in defence. Can you highlight normally what is the entry barrier in other end industries? Like what special do we do in that and what is our competitive edge normally?

Samin Gupta: First of all, the most important thing that customers look at is the financial health and the financial credibility of a service provider. They look at the top line, they look at the bottom line, and they look at the years of experience in this business. So, if a company is incorporated 50 years back and right now sitting in front of them for a work and a company which is just incorporated five years back having, say, even 100 crores turnover and if they are too sitting in the front so, of course, the company with more experience will be given the job and the tender and the particular project for that particular movement. That is the first criteria these companies do have. Second is the network, the branch network. So, us having (+) 50 branches now, we almost have 50 branches all over India. So that is what the customers check. That you have a branch network, you have employees all over the country, there is an office everywhere. So, if there's any sort of a breakdown or any sort of support needed on a pan-India basis, a large player like us will be able to handle that. Then third and fourth, there are many criteria such as fleet and the promoter confidence and how well-versed the team is and how good the team is performing and what's the past record and history of the team members and the promoters.

Moderator: Our next question comes from the line of Kush Mehta, an Individual Investor.

Kush Mehta: I wanted to know what will be the revenue contribution from our subsidiary that is Premier Worldwide Logistics?

Samin Gupta: It will be negligible. We are not focusing more on the Premier Worldwide, which is a subsidiary. We are just waiting for a few licenses and a few documentations which might come in the next financial year and not this financial year also. So once that is obtained from various associations and once, we have some more expanded team, we will be focusing more on Premier Worldwide Logistics. And maybe then I will be able to give you a guidance on what contribution of total consolidated numbers will come from Premier Worldwide Logistics.

Kush Mehta: Another question. Right now, we are operating around 9 pullers and over 100 axles. So how many ODC orders can we execute from this capacity?

Samin Gupta: In a month, we can do close to 15 by this capacity.

Kush Mehta: Roughly what is the average order that we get from the ODC movement?

Samin Gupta: Average order in terms of the average new project?

Kush Mehta: Order value, like what is the general average order value from the ODC movement?

Samin Gupta: Just to give you an example, if you're right now in Bombay, and if you want to go to Pune from Bombay, we will at least charge Rs. 10 lakh to do that distance. So, you can calculate how the revenues would look like.

Moderator: We have no further questions, ladies and gentlemen. I would now like to hand the conference over to Mr. Virender Gupta for closing comments. Over to you, sir.

Virender Gupta: Thank you all for being part of our conference call and for actively participating in the call. We appreciate your support and trust in us. We hope we have been able to address most of your queries. In case of further queries, you may reach out to our investor relations advisor, Stellar Investor Relations. Thank you. Have a good day.

Moderator: Thank you. On behalf of Premier Roadlines Ltd., that concludes this conference. Thank you all for joining us. You may now disconnect your lines.