

May 29, 2026

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: Investor Presentation under Regulation 30 of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 for the financial year ended on 31st March, 2026

Dear Sir,

Pursuant to Regulation 30 of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, please find enclosed herewith Investor Presentation of Premier Roadlines Limited highlighting the performance of the Company during the financial year ended on 31st March, 2026.

Kindly take the same on records.

Thanking You

Yours faithfully,
For Premier Roadlines Limited

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

PREMIER ROADLINES LIMITED

CIN: L51103DL2008PLC175563

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INVESTOR PRESENTATION

H2 & FY26



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H2 & FY26 Financials



Company Overview



Historical Financials





H2 & FY26 Financials



Mr. Virender Gupta

Chairman & Managing Director

FY26 witnessed **healthy business momentum** across our key logistics segments for a major part of the year, particularly in **Project Logistics and ODC**, supported by strong demand from the **power, transformer, and renewable energy sectors**.

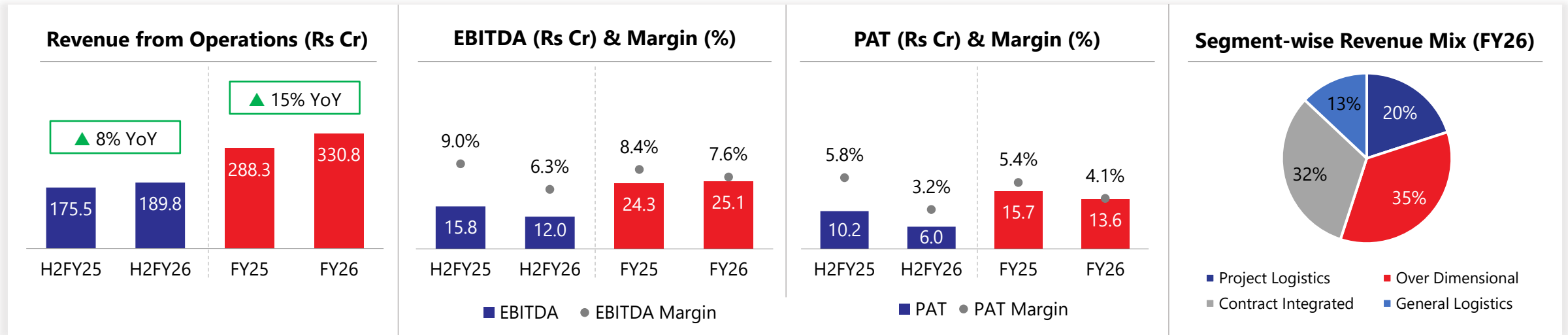
During the latter part of **H2FY26**, the transportation ecosystem experienced temporary operational disruptions arising from **geopolitical developments, supply-side constraints, diesel availability challenges, and port congestion**, which impacted **fleet availability, transit timelines, and operating efficiencies** across certain routes.

The impact was more pronounced in the **Contract Integrated Logistics and General Logistics segments**, where elevated operating costs and delays in activation of revised pricing and force majeure clauses resulted in temporary pressure on margins. In the **Project Logistics and ODC segments**, lower fleet availability, port congestion, and extended unloading timelines impacted asset utilisation and execution efficiencies during the period.

However, operating conditions have gradually started improving across key routes with **better pricing conditions and cost pass-through mechanisms**, though limited diesel availability continues to impact transit timelines, while lower fleet availability remains a near-term operational challenge across certain transportation corridors.

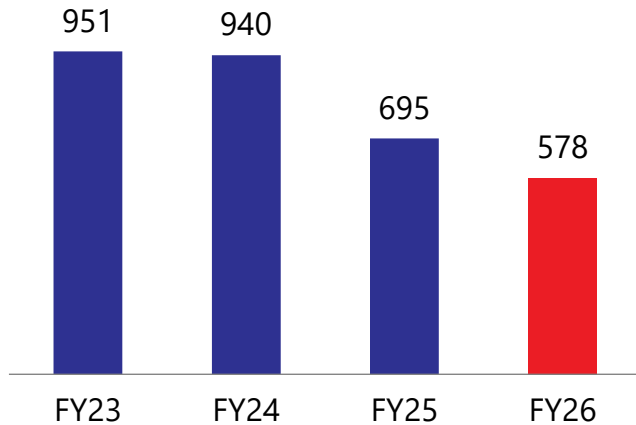
Going forward, we remain focused on **execution efficiency, customer servicing**, and strengthening our specialised **Project Logistics and ODC capabilities** to support sustainable long-term growth."

Stable FY26 Performance Amid Temporary Industry Headwinds

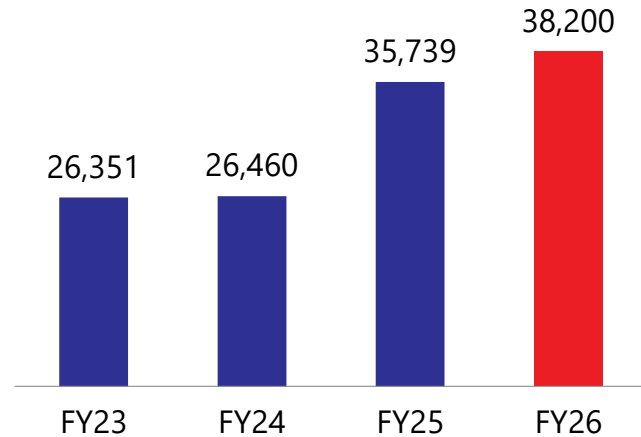


- Recorded healthy **FY26 revenue growth** led by strong momentum in **Project Logistics and ODC**, despite temporary operational disruptions during the latter part of **H2FY26** arising from **geopolitical developments, supply-side constraints, suspension of diesel supply on credit by fuel station operators, diesel availability challenges, and port congestion**, impacting **fleet availability, transit timelines, and execution efficiencies**.
- The impact was more pronounced in the **Contract Integrated Logistics and General Logistics segments**, where elevated operating costs and delays in implementation of revised pricing structures and force majeure clauses resulted in temporary pressure on margins, as the Company had to initially absorb higher operating costs.
- In the **Project Logistics and ODC segments**, lower fleet availability, port congestion, extended unloading timelines, and reduced vehicle turnaround temporarily impacted asset utilisation and execution efficiencies.
- Operating conditions started improving from **April 2026 onwards** with implementation of **force majeure provisions**, activation of **revised pricing structures**, and better **cost pass-through mechanisms**. However, diesel availability challenges and extended transit timelines continue to persist across certain corridors.
- In line with its strategic focus on **specialised logistics capabilities**, the Company added **2 Pullers and 38 Axles** during H2FY26 through a mix of internal accruals and bank financing. The **Debt-to-Equity ratio stood at 0.54x**, while **Cash Flow from Operations remained positive at Rs 13.53 Cr** during FY26.

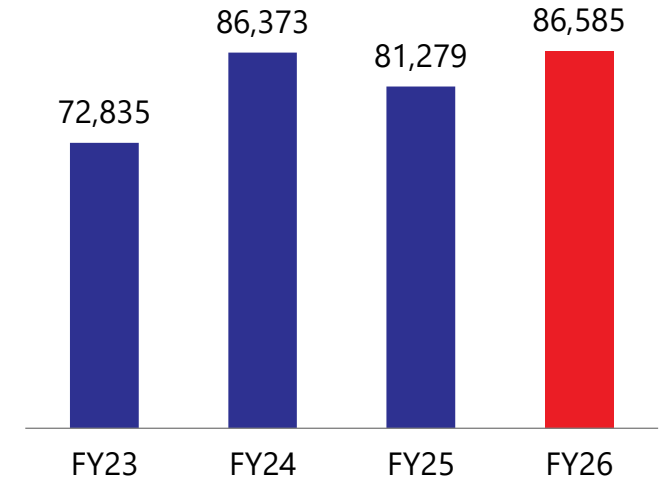
Number of Customers served (#)



Number of Orders (#)



Average Revenue per Order (in Rs)



The reduction in the number of clients was a strategic decision to focus on high-quality, long-term partners. While the overall customer count has declined, the total number of orders has increased, reflecting stronger engagement and repeat business from existing clients

In FY26, the company witnessed stronger-than-usual demand for ODC transport, driven by increased activity in the power and cable industries, particularly transformer movements, resulting in an improvement in ARPO.

Temporary Macro & Industry Challenges



The transportation ecosystem witnessed temporary operational disruptions during H2FY26 arising from geopolitical developments, port congestion, export trade disruptions, and supply-side constraints across key logistics corridors.



Limited diesel availability and tighter credit diesel sales across several regions resulted in lower fleet movement, vehicle idling, and delays in transit timelines and cargo execution.



Acute driver shortages and reduced vehicle availability by our vendors temporarily impacted fleet deployment and operating efficiencies across the transportation ecosystem.



Elevated DEF (AdBlue) pricing and higher operating expenses led to temporary cost pressures across the logistics industry.



Regulatory and compliance-related bottlenecks, including RTO procedures and VLTD implementation challenges, temporarily impacted fleet availability and vehicle movement across the industry.

Industry & Company Outlook



Industry bodies and stakeholders continue to engage with the concerned authorities for timely resolution of diesel supply constraints, credit diesel sales restrictions, VLTD implementation bottlenecks, port congestion, and other operational challenges impacting transportation movement across the country



While these temporary challenges impacted industry operating conditions during the period, the situation is expected to gradually stabilise with improving fuel availability, easing supply-side constraints, normalising port operations, recovery in export volumes, and better cost pass-through mechanisms.

Standalone Profit & Loss – H2FY26

Particulars (Rs Cr)	H2FY26	H2FY25	YoY (%)	FY26	FY25	YoY (%)	FY26*
Revenue From Operations	189.8	175.5	8.2%	330.8	288.3	14.7%	332.1
Other Income	0.1	0.2		0.1	0.2		0.1
Total Income	189.9	175.6	8.1%	330.8	288.5	14.7%	332.2
Cost of Freight Expenses	166.5	150.0		283.5	245.9		284.6
Employee Benefit Expenses	7.4	6.5		14.3	12.1		14.3
Other Expenses	4.0	3.3		7.9	6.2		7.9
EBITDA	12.0	15.8	-24.2%	25.1	24.3	3.4%	25.3
<i>EBITDA Margin</i>	6.3%	9.0%	-269 bps	7.6%	8.4%	-82 bps	7.6%
Depreciation and Amortisation Expenses	2.4	1.0		4.0	1.7		4.0
EBIT	9.6	14.8	-35.0%	21.1	22.5	-6.4%	21.3
<i>EBIT Margin</i>	5.1%	8.4%	-336 bps	6.4%	7.8%	-144 bps	6.4%
Finance Cost	1.4	1.2		2.6	1.8		2.6
Exceptional items	0.0	-0.2		0.0	-0.4		0.0
Profit Before Tax	8.2	13.8	-41.0%	18.5	21.2	-13.0%	18.6
Tax Expense	2.1	3.6		4.8	5.5		4.8
PAT	6.0	10.2	-40.7%	13.6	15.7	-13.0%	13.8
<i>PAT Margin</i>	3.2%	5.8%	-261 bps	4.1%	5.4%	-131 bps	4.1%
EPS (Rs/share)	2.6	7.5		6.0	7.1		6.0

Total 11 Pullers and 144 Axles

2 Pullers and 18 Axles via IPO Proceeds; 9 Pullers and 126 Axles through Internal Accruals and Bank Finance.



11 Heavy-Duty Pullers

- *Volvo FM500*
- *Eicher Pro 8055*

144 Hydraulic Axle Lines

- *Goldhofer THPSL 45 Tons*
- *TII Scheuerle UHD (36T)*
- *VMT & Super Bhim HD*





Building an Asset Right Model

Invest in acquiring and developing niche assets with limited availability through third-party vendors. This approach aims to enhance value for clients and expand service to previously untapped customer segments. Only a selective number of these assets will be acquired.



Serving High - Growth Sectors

Expanding into new sectors such as Defence, Transformers, Hydro Projects, and Oil & Gas, while deepening our presence in existing industries.



Nurturing Partnerships to Build a Stronger Brand

Establish strong, mutually beneficial Long-term relationships with transporters, Small Fleet Owners and Agents & Customers.

Continue to build brand image by providing quality services.

Focus on adhering to the quality standards to get repeat orders.



Expanding Transport Network

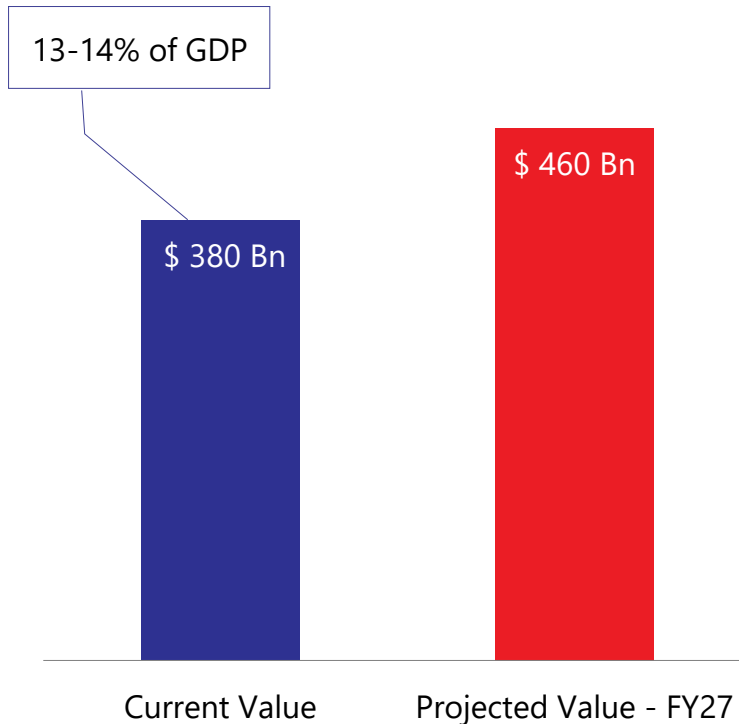
Aggressively penetrate domestic markets by expanding our transportation network to increase visibility and establishing additional branches in new locations.



Expanding Services

Offering comprehensive, end-to-end logistics solutions through our wholly owned subsidiary, Premier Worldwide Logistics (WOS), including Ocean Freight, Air Freight, ODC Road Movement, Warehousing & Distribution.

Industry Size



India's ~\$380 billion logistics sector is growing at 10–12% annually, driven by power sector investments and rising demand for pan-India movement of 400kV–765kV and HVDC transformers using specialized trailers.



Key Growth Drivers in the Indian Logistics Sector

- ✓ Nationwide demand for transformers is driving the need for specialized trailers and pan-India heavy-duty logistics.
- ✓ HVDC (High Voltage Direct Current) transformer projects are in the pipeline, indicating long-term demand for precision logistics solutions.
- ✓ Multiple new refinery and brownfield expansion projects are creating demand for oversized and critical equipment transportation.
- ✓ Rising defence investments require complex logistics for transporting heavy equipment to remote and hilly terrains.
- ✓ Upcoming hydroelectric projects in tough Himalayan regions demand time-bound and technically advanced logistics execution.
- ✓ Rapid growth in solar, wind, and hybrid energy projects is boosting logistics needs for large components like blades and inverters.
- ✓ New cement plants and modernization drives are increasing the movement of ball mills, rotary kilns, and pressure vessels.



Company Overview



- Premier Roadlines Limited, backed by four decades of logistics expertise, delivers reliable and efficient transportation solutions across India
- Serving marquee clients across a well-diversified portfolio of industries including Defence, Transformers, Hydro Projects, Oil & Gas, Energy, Renewables, and Heavy Engineering, etc.
- Services were rendered through third-party operators using trucks, trailers, hydraulic axles, etc., along with our own specialized fleet for critical and complex assignments
- Well established PAN India network, along with growing presence in Nepal and Bhutan
- Premier Worldwide Logistic (Wholly Owned Subsidiary) provides comprehensive end-to-end logistics, covering Ocean Freight, Air Freight, Project Logistics, and Warehousing & Distribution



**Over Dimension/
Over Weight Cargo**



**Project
Logistics**



**Contracted
Integrated Logistics**



**General
Logistics**



**Premier Worldwide
Logistics(WOS)**





Virender Gupta - *Chairman & Managing Director*

Experience: 30+ years

Qualification: Bachelor of Commerce from University of Delhi Responsible for the Business Development, Legal Operations, Compliance and overall management of the business



Samir Gupta - *Whole-time Director and Chief Financial Officer*

Experience: 3+ years

Qualification: Business Administration in Finance and Accountancy from Christ University, Bengaluru, India.

Masters of Science in Supply Chain and Logistics Management from University of Warwick, UK Responsible for Finance and Accountancy policies of the company



Rakhi Gupta - *Whole-time Director*

Experience: 15+ years

Qualification: Bachelor of Arts from University of Delhi.

Responsible for general business & administration activities of the company

Additional Board of Directors



Megha Agarwal
(Independent Director)



Dipti Gupta
(Independent Director)



Mr. Pradeep Kapoor
(Additional Independent Director)

Service Offerings - Over Dimension/ Over Weight Cargo



Specialized in safe, end-to-end transport of oversized transformers across India with advanced route planning and full regulatory compliance. Trusted partner for major power projects, delivering reliable loading, transit, and last-mile solutions.

Conduct Feasibility Study & Route Survey, including enroute obstacle and bypass assessment

Pan-India operations managed by expert supervisors, Volvo-trained drivers, and certified Goldhofer/TII PPU operators.

Manage MORTH permissions and complete end-to-end approval processes

Develop and implement Method Statements covering Pre-Loading and Execution Protocols

Execute Mitigation Plans alongside strict EHS and Compliance checklist adherence

Handle Pan India transformer loading, unloading, and last-mile civil works.
Coordinate bypass construction and civil work at challenging last-mile locations



Service Offerings – Project Transportation

Premier Roadlines Limited (PRL) is an experienced and structured project logistics company, equipped with advanced technology, specialized equipment, and strategic assets to manage even the most challenging cargo movements across India.

Capable of handling and executing projects for goods ranging from 1MT to 250MT.

Our fleet, comprising both in-house and outsourced assets, includes specialized vehicles such as semi low bed and low bed trailers, ideal for handling Super ODC consignments across India.

Led by a Project Head with 27+ years of experience, supported by an expert fleet team and skilled workforce for safe and efficient execution of challenging projects

Skilled and experienced manpower to navigate and overcome all challenges during transit.

Safe and precise cargo handling with utmost care across all operations.

Advanced online systems with automated ETA alerts ensure timely, requirement-based deliveries.

Strong database of qualified vendors and fleet owners to swiftly source required resources.



We provide comprehensive end-to-end logistics solutions to multinational companies, addressing both inbound and outbound requirements. Our services cover a wide range of vehicle capacities, from 1 MT to 40 MT, tailored to suit varied operational needs. We usually operate through logistics contracts of up to two years, ensuring reliability, consistency, and sustained value for our clients.

Currently managing over 30 active contracts with leading multinational clients across India.

We operate on a fully outsourced fleet model, deploying third-party vehicles across all capacities from 1 MT to 40 MT, ensuring flexibility and scalability.

Our operations are powered by a robust ERP platform and real-time tracking systems, enabling seamless management of the entire supply chain.

We have built long-standing, trusted partnerships with our clients, positioning ourselves as their preferred logistics partner for critical and recurring transport requirements.

General logistics covers non-contracted, spot-based requirements, typically involving urgent, short-notice, or just-in-time cargo movements that fall outside the scope of long-term agreements. This service segment is designed to handle:

Spares and accessories for remote, hilly, or complex locations not covered under standard contracts.

Unconventional or miscellaneous shipments requiring special handling

Just-in-time and short-notice requirements outside of long-term agreements.

Key revenue driver: Accessories supporting ODC and contracted project logistics.

Expanding Services with Premier Worldwide Logistics (Subsidiary)



We have acquired Premier Worldwide Logistics(WOS), As a wholly owned subsidiary of Premier Roadlines. This will enhance our service offerings in supply chain management across international markets. With Premier Worldwide Logistics(WOS), we now deliver end-to-end logistics, including Ocean Freight, Air Freight, Project Logistics, and Warehousing & Distribution.



**Ocean
Freight**



**Air
Freight**



**Project
Logistics**



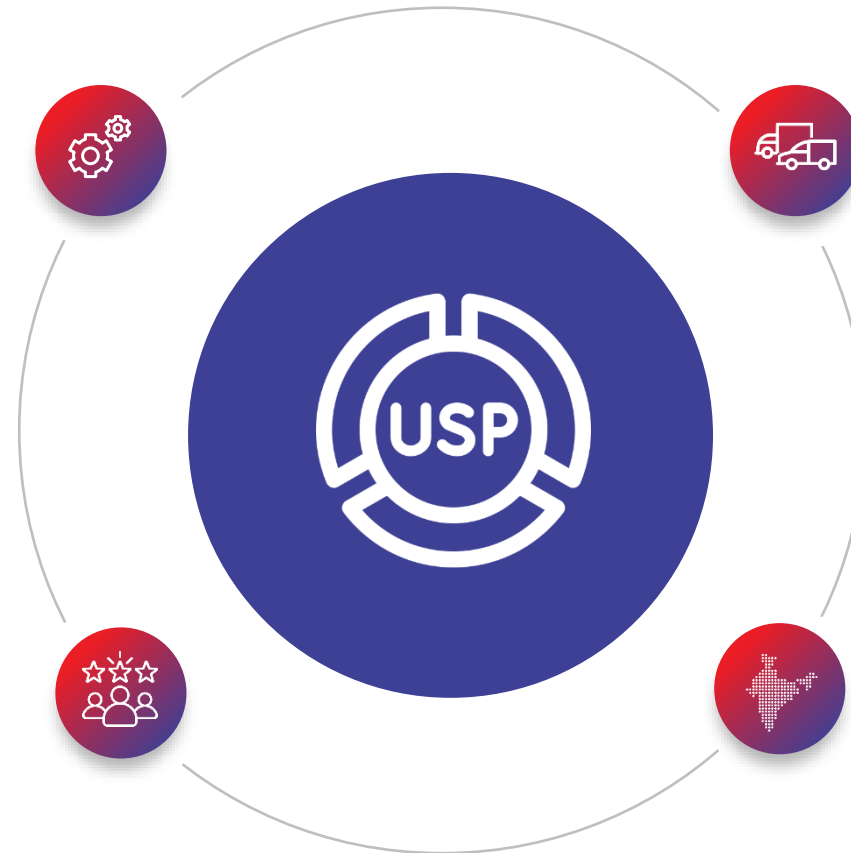
**Warehousing &
Distribution**

Serving High-Growth Sectors

Transformers, Hydro Projects, Oil & Gas, Energy, Renewables, Heavy Engineering and many more.

Esteemed Clientele

PRL carefully selects its customers before entering into business transactions, choosing to work exclusively with major clients and leading players within each sector.



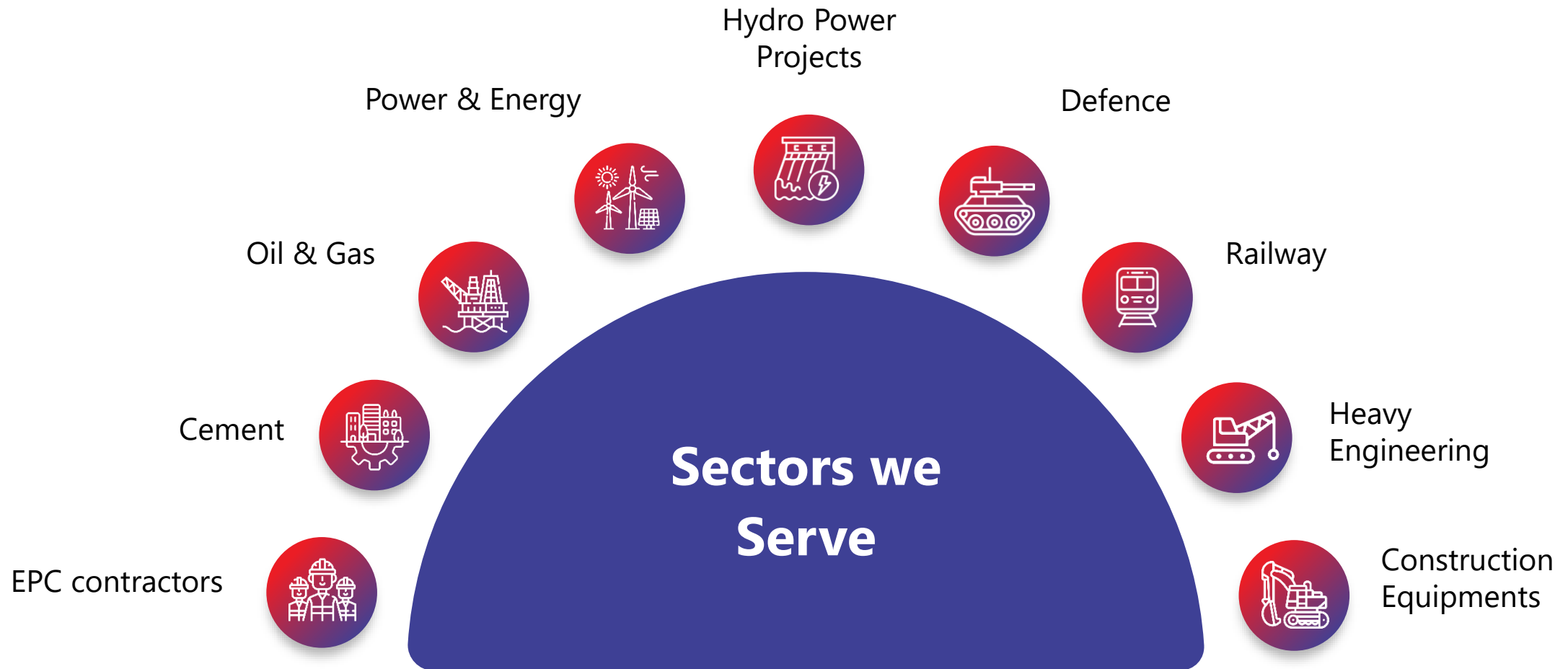
Asset-Light Model

Maintain an asset-light model by using third-party fleets, ensuring flexibility and scalability without major capital expenditure.

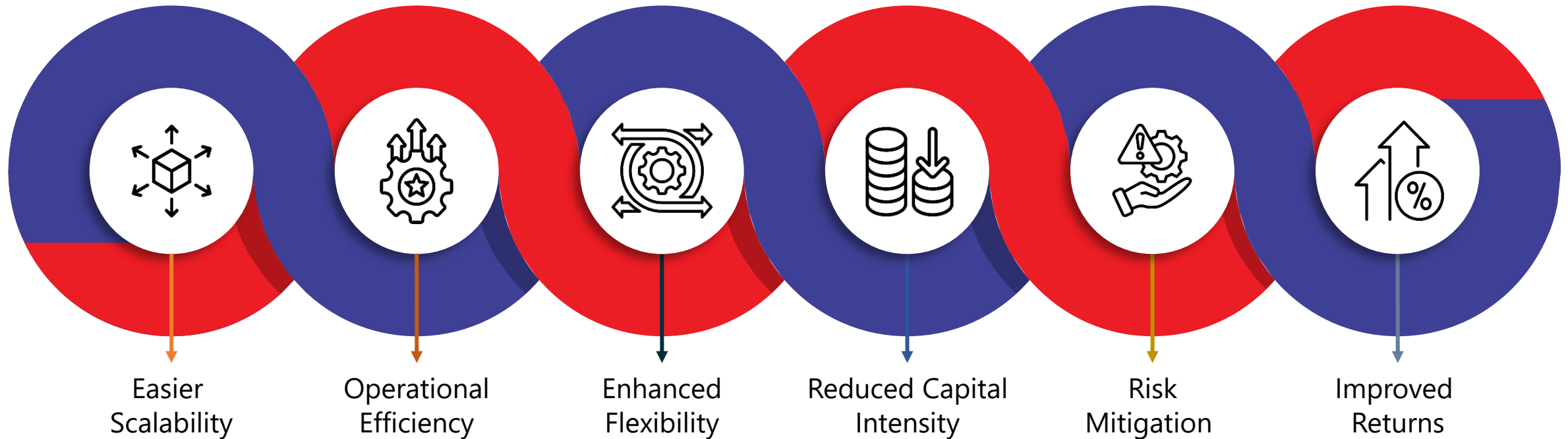
Pan India Presence

With 28 branches and 233 employees, Premier Roadlines moved 24,733 GPS-tracked vehicles in FY26, efficiently managed via a robust ERP system.

Serving high-growth sectors in logistics enhances flexibility and resilience, allowing businesses to adapt quickly to market changes while maximizing efficiency and driving growth across multiple sectors



The Asset-Light Model in logistics emphasizes minimizing fixed asset ownership by leveraging partnerships and outsourcing, enabling companies to enhance operational flexibility and reduce costs while maintaining service quality.



Pan India Presence with Technology Oversight

No of Branch Offices
(FY26)

28

Total Vehicles Handled
(FY26)

24,733

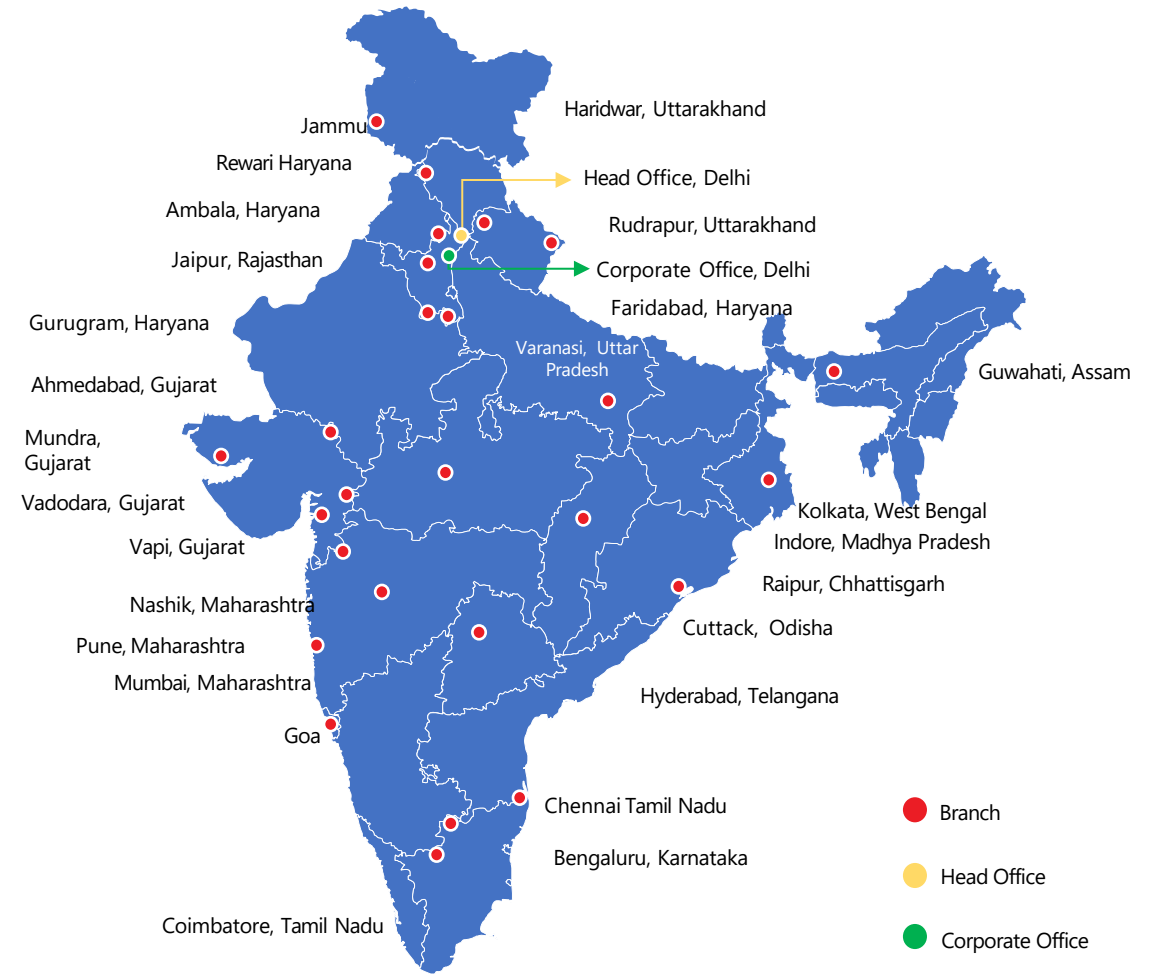
Employee Strength
(FY26)

233

Arrangements for outsourcing trucks enabling access to larger fleet size

Dedicated customized ERP software to track procurement of vehicles, permits/legal documents verification of the vehicle and driver, order entry & final settlement of the account

GPS tracking system to track details of consignment, current location of the goods, exact time of the delivery of goods, fleet details, etc.



Long Standing Relationships with Marquee Clientele



- Serve a large and diverse mix of end market customers across several industry sectors
- Working with all leading transformer manufacturers, handling units ranging up to 750 kV and 500 MVA.
- Long-standing relationships with customers like L&T constructions, KEC international, ThyssenKrupp etc.
- Retention of customers enabled business growth and expansion of operations.

Few of our Esteemed Clientele



Awards

Awarded by TP Solar Ltd. for outstanding partnership and operational support. at Business Associate Meet 2026

Awarded at the Indo Tech Transformers Logistics Excellence Meet 2026 for outstanding logistics support and partnership excellence.

Awarded as Preferred Supplier, by Triveni Turbines in Logistics Summit, 2023

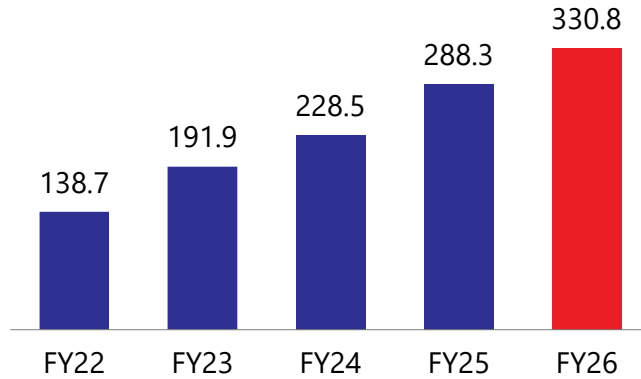
Awarded with "The Best Logistics-Large Fleet" for accelerating Large Fleet Transportation Services Pan India by Keller Group in Business Partner Meet-2022, Chennai.



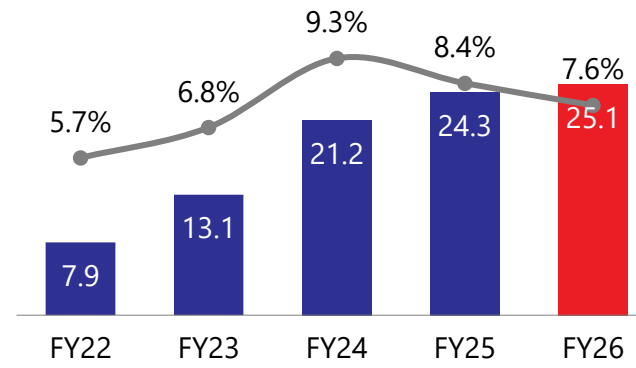
Historical Financials

Strong Financial and Operational Performance Over the Years

Revenue from Operations (Rs Cr)

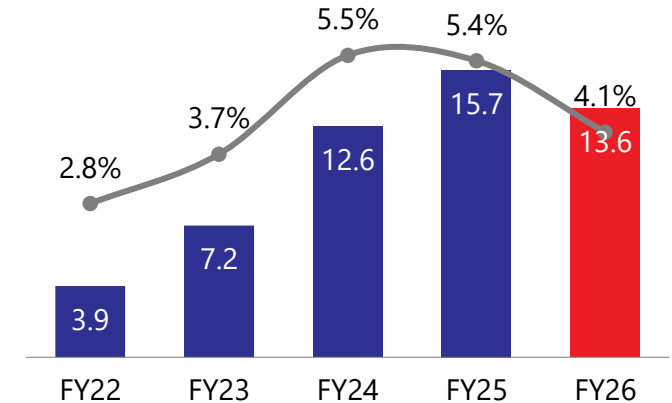


EBITDA (Rs Cr) & Margin (%)



■ EBITDA —● EBITDA Margin

PAT (Rs Cr) & Margin (%)



■ PAT —● PAT Margin

- Recorded healthy FY26 revenue growth led by strong momentum in Project Logistics and ODC, despite temporary operational disruptions arising from geopolitical developments during the latter part of H2FY26, impacting fleet availability, transit timelines, and execution efficiencies.
- FY26 profitability margins were temporarily impacted due to limited diesel availability, lower fleet movement, elevated DEF (AdBlue) costs, and higher operating expenses, while incremental cost increases could not be fully passed on initially. Pricing conditions and cost pass-through mechanisms, however, started improving in FY27

Standalone Profit and Loss

Particulars (Rs Cr)	FY21	FY22	FY23	FY24	FY25	FY26	5yr CAGR
Revenue From Operations	93.8	138.6	191.9	228.5	288.3	330.8	
Other Income	0.3	0.1	0.1	0.0	0.2	0.1	
Total Income	94.2	138.7	192.1	228.6	288.5	330.8	28.6%
Cost of Freight Expenses	81.1	119.5	165.2	192.6	245.9	283.5	
Employee Benefit Expenses	6.3	8.0	9.6	9.6	12.1	14.3	
Other Expenses	2.0	3.3	4.3	5.2	6.2	7.9	
EBITDA	4.7	7.9	13.1	21.2	24.3	25.1	39.6%
<i>EBITDA Margin</i>	5.0%	5.7%	6.8%	9.3%	8.4%	7.6%	
Depreciation and Amortisation Expenses	0.6	0.6	0.7	0.9	1.7	4.0	
EBIT	4.1	7.3	12.4	20.4	22.5	21.1	38.4%
<i>EBIT Margin</i>	4.4%	5.2%	6.4%	8.9%	7.8%	6.4%	
Finance Cost	2.0	2.0	2.7	3.4	1.8	2.6	
Exceptional items	0.0	0.0	0.0	0.0	-0.4	0.0	
Profit Before Tax	2.2	5.2	9.6	16.9	21.2	18.5	53.4%
Tax Expense	0.6	1.3	2.5	4.3	5.5	4.8	
Profit After Tax	1.6	3.9	7.2	12.6	15.7	13.6	54.4%
<i>PAT Margin</i>	1.7%	2.8%	3.7%	5.5%	5.4%	4.1%	
EPS (Rs/share)	0.9	2.3	4.3	7.5	7.1	6.0	

Standalone Balance Sheet

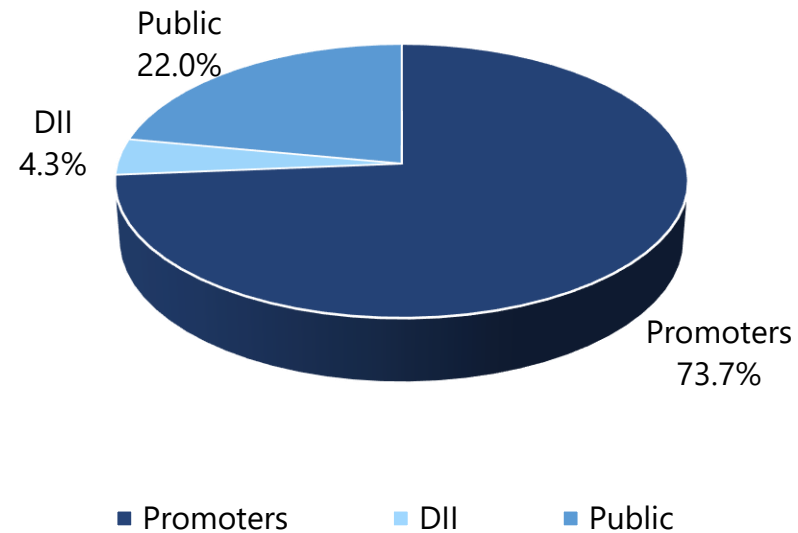
Liabilities (Rs Cr)	Mar 21	Mar 22	Mar 23	Mar 24	Mar 25	Mar 26
Share Capital	1.5	1.5	1.5	16.8	22.9	22.9
Reserves & Surplus	14.4	18.3	25.6	22.9	66.2	79.8
Shareholders' Funds	16.0	19.8	27.1	39.7	89.1	102.7
Long Term Borrowings	1.0	3.5	9.3	0.1	10.2	18.1
Other Non-Current Liabilities	0.8	0.9	1.0	1.1	1.7	3.2
Total Non-Current Liabilities	1.8	4.3	10.3	1.2	11.9	21.2
Short Term Borrowings	22.8	20.1	27.4	36.8	28.8	37.8
Trade Payables	3.6	5.7	7.1	8.8	10.7	9.3
Other Current Liabilities	0.8	0.5	1.2	2.9	4.3	3.5
Short Term Provisions	0.8	1.0	1.0	1.8	0.2	0.2
Total Current Liabilities	28.0	27.2	36.7	50.3	44.1	50.7
Total Liabilities	45.8	51.4	74.1	91.3	145.0	174.6

Assets (Rs Cr)	Mar 21	Mar 22	Mar 23	Mar 24	Mar 25	Mar 26
Property, Plant & Equipment and Intangible Assets	4.8	3.6	9.4	10.3	25.8	50.1
Deferred Tax Assets (Net)	0.2	0.3	0.3	0.3	0.0	0.0
Long Term Loans and Advances	0.1	0.2	0.1	0.0	0.1	2.7
Other Non-Current Assets	0.0	0.0	0.3	0.7	1.0	1.0
Total Non-Current Investment	5.1	4.2	10.1	11.3	26.9	53.8
Trade Receivables	36.0	43.2	59.2	77.4	114.5	115.2
Cash and Cash equivalents	2.3	1.6	1.7	0.8	0.6	0.9
Short-Term Loans and Advances	2.3	2.4	2.9	1.7	2.0	3.1
Other Current Assets	0.1	0.1	0.2	0.2	1.1	1.6
Total Current Assets	40.7	47.3	64.0	80.0	118.1	120.8
Total Assets	45.8	51.4	74.1	91.3	145.0	174.6

Standalone Cash Flow Statement

Particulars (Rs Cr)	FY21	FY22	FY23	FY24	FY25	FY26
A. Net Cash Flow from Operating Activities	2.43	1.28	(3.95)	3.66	(17.49)	13.53
B. Net Cash Flow from Investing activities	(1.48)	0.26	(6.47)	(1.75)	(17.23)	(28.57)
C. Net Cash Flow from Financing Activities	0.67	(2.28)	10.52	(3.20)	34.91	15.36
Total increase (decrease) in cash and Cash equivalents during the year (A+B+C)	1.62	(0.73)	0.10	(1.29)	0.19	0.32
Cash and cash equivalents at beginning of year	0.71	2.32	1.60	1.70	0.41	0.60
Cash and cash equivalents as at end of the year (I+II)	2.32	1.59	1.70	0.41	0.60	0.91

Shareholding Pattern (as on March - 26)



Script Related Information (as on 29th May 2026)

NSE Code	PRLIND
CMP (Rs)	63.4
Market Cap (Rs Cr)	145
Shares O/s (Cr)	2.29
Face Value (Rs)	10
Average Trading Volume ('000)	23

Contact Us



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