Ports and Logistics

Ref No: APSEZL/SECT/2026-27/13

April 30, 2026

BSE Limited Floor 25, P J Towers, Dalal Street, Mumbai – 400 001 **Scrip Code: 532921**	**National Stock Exchange of India Limited** Exchange Plaza, Bandra Kurla Complex, Bandra (E), Mumbai – 400 051 **Scrip Code: ADANIPORTS**

Sub: Submission of Media Release and Investor Presentation on Audited Financial Results (Standalone and Consolidated) for the quarter and financial year ended March 31, 2026

Dear Sir/Madam,

In continuation to Outcome of Board Meeting dated April 30, 2026, we hereby submit:

1. Media Release dated April 30, 2026 on the Audited Financial Results (Standalone and Consolidated) for the quarter and financial year ended March 31, 2026, as **Annexure "A"**.

2. Presentation on performance highlights of the Company for the Audited Financial Results (Standalone and Consolidated) of the Company for the quarter and financial year ended March 31, 2026 as **Annexure "B"**.

The same is being uploaded on the Company's website at www.adaniports.com.

You are requested to take the same on your records.

Thanking you,

Yours faithfully,
For Adani Ports and Special Economic Zone Limited

Kamlesh Bhagia
Digitally signed by Kamlesh Bhagia
Date: 2026.04.30 13:54:50 +05'30'

Kamlesh Bhagia
Company Secretary

Encl.: as above

CC:

India International Exchange (IFSC) Limited (India INX) Gujarat International Finance Tec-City, Gandhinagar, Gujarat **NSE IFSC Limited (NSE IX),** Unit-1301, Brigade International Financial Center, 13th Floor, Block-14, Road 1C, Zone-1, GIFT SEZ, GIFT CITY, Gandhinagar Gujarat – 382 355.	**Singapore Exchange Limited** **SGX Centre Office** 2 Shenton Way, #02-02, SGX Centre 1, Singapore 068804

Adani Ports and Special Economic Zone Ltd
Adani Corporate House, Shantigram,
Nr. Vaishno Devi Circle, S. G. Highway,
Khodiyar, Ahmedabad - 382421
Gujarat, India
CIN: L63090GJ1998PLC034182

Tel +91 79 2555 4444
Fax +91 79 2555 7177
Investor.apsezl@adani.com
www.adaniports.com

Registered Office: Adani Corporate House, Shantigram, Nr. Vaishno Devi Circle, S. G. Highway, Khodiyar, Ahmedabad - 382421, Gujarat, India

APSEZ FY26 revenue grows 25%, outperforms guidance

- FY26 revenue at ₹38,736 Cr (+25% YoY), EBITDA at ₹22,851 Cr (+20% YoY)
- APSEZ becomes the first Indian integrated transport operator to handle over 500 MMT of port cargo volume in a single year
- Surpassed FY26 guidance of ₹38,000 Cr revenue, ₹22,800 Cr EBITDA, ₹11,000-12,000 Cr capex
    - **Domestic ports** revenue up 13%, led by 10 bps increase in overall market share, 23% RoCE (vs. 21% in FY25)
    - **International ports** revenue up 34%, driven by NQXT Australia addition & CWIT Colombo ramp-up, EBITDA jumps 180%, EBITDA margin at all-time high of 29%
    - **Logistics** revenue jumps 55%, led by accelerated ramp-up in Trucking and International Freight Network services, 10% RoCE (vs. 6% in FY25)
    - **Marine** revenue up 134%, EBITDA grows 125%, led by 136 vessel count at 13% RoCE
    - **FY26 RoCE at 16%*** (vs 15% in FY25)
- Board has proposed ₹7.5 dividend per share for FY26

April 30, 2026, Ahmedabad: Adani Ports and Special Economic Zone Limited (APSEZ), India's largest integrated transport operator, announced its results for the quarter and year ended March 31, 2026.

Q4 FY26 & FY26 key financials (consolidated)

Particulars (₹ Cr)	Q4 FY26	Q4 FY25	YoY	FY26	FY25	YoY
Revenue	10,738	8,488	26%	38,736	31,079	25%
EBITDA	6,020	5,006	20%	22,851	19,025	20%
PAT	3,308	3,023	9%	12,782	11,061	16%

Comment by Ashwani Gupta, Whole-time Director & CEO

"Our strong performance during the quarter underscores the resilience of our business model and the disciplined execution of our strategy. Despite the geopolitical volatility and ongoing global tariff uncertainty, we surpassed our FY26 guidance, led by record 500 MMT port cargo volumes. Logistics and Marine businesses also grew rapidly at 55% and 134% respectively during the year.

While this represents meaningful progress, our journey is far from complete. APSEZ has built a strong platform to more than double revenue and EBITDA by FY31. This is underpinned by us reaching one billion tonnes of port cargo by December 2030, rapid scale-up of asset-light & asset-zero services, and expansion of marine fleet. Disciplined capital allocation will ensure that future capex is funded via internal accruals, while preserving flexibility for selective inorganic growth".

** FY26 RoCE excludes NQXT since consolidation was effective during Q4 only*

Q4 FY26 & FY26 operational performance

Particulars	Q4 FY26	Q4 FY25	YoY	FY26	FY25	YoY
Cargo (MMT)	133.4	117.9	13%	500.8	450.2	11%
All-India market share	26%	26.3%	-30 bps	27.1%	27%	10 bps
All-India container market share	45.2%	46.3%	-110 bps	45.5%	45.5%	-
Rail volume (TEUs)	166,646	167,659	-1%	695,517	643,480	8%

FY26 performance v. guidance

	FY26 guidance	FY26 reported
Revenue (₹ Cr)	38,000	38,736
EBITDA (₹ Cr)	22,800	22,851
Capex (₹ Cr)	11,000 – 12,000	15,320
Net debt to EBITDA	Policy up to 2.5x	1.9x
Port cargo volume	505-515 MMT	500.8 MMT
Trucking revenue	3x – 4x	3.4x
Marine revenue	2.3x	2.34x

Performance highlights

FY26 marks an important milestone for APSEZ as we reach a critical scale of operations. Our proven execution capabilities enable us to consistently deliver projects ahead of schedule. The year also underscored the inherent resilience of our business, as we ensured continuity of critical maritime trade amid Middle East conflicts and global trade disruptions due to tariffs. Strong growth in our marine and logistics services reinforces the composite nature of our integrated operating model. As shore-to-door solutions rapidly scale across India, APSEZ is playing an increasingly strategic role in strengthening the country's logistics efficiency and supply-chain resilience.

Domestic ports revenue grew 8% during Q4 FY26 (₹6,566 Cr vs. ₹6,062 Cr in Q4 FY25). For the full year, domestic ports revenue grew 13% (₹25,755 Cr vs. ₹22,740 Cr in FY25) led by 45.5% container market share. FY26 EBITDA was up by 14% (₹18,849 Cr in FY26 vs. ₹16,503 Cr in FY25). FY26 EBITDA margin stood at 73.2% (vs. 72.6% in FY25). As of 31st March 2026, domestic ports capacity stood at 653 MMT. FY26 RoCE at 23% (21% in FY25).

International ports delivered highest ever quarterly revenue at ₹1,422 Cr (+58% YoY, ₹901 Cr in Q4FY25), driven by NQXT addition and Colombo ramp up. International ports also delivered c.5x jump in Q4 FY26 EBITDA (₹597 Cr in Q4 FY26 vs. ₹131 Cr in Q4 FY25), led by all-time high 42% EBITDA margin (14.5% in Q4 FY25). During FY26, international ports revenue was up by 34% (₹4,539 Cr vs. ₹3,380 Cr in FY25). FY26 EBITDA margins stood at 28.6% vs. 13.7% in FY25. FY26 RoCE at 8%* (6% in FY25).

Logistics business delivered FY26 revenue growth of 55% YoY (₹4,478 Cr vs. ₹2,881 Cr in FY25), led by accelerated ramp up across asset-light Trucking services and asset-zero International Freight

** * FY26 RoCE excludes NQXT since consolidation was effective Q4 only*

Network solutions. FY26 EBITDA grew by 34% (₹863 Cr vs. ₹642 Cr in FY25). Q4 FY26 revenue and EBITDA grew by 10% and 26% respectively. FY26 RoCE at 10% (6% in FY25).

During FY26**, Marine operations** delivered robust 134% YoY revenue (₹2,681 Cr vs. ₹1,144 Cr in FY25) and 125% EBITDA growth (₹1,357 Cr vs. ₹604 Cr in FY25), driven by offshore support vessel acquisitions in the Middle East, Africa, South Asia (MEASA) and India waters and backed by take-or-pay contracts with Tier-1 customers. Marine operations offer revenue visibility and deliver high capital efficiency. As of 31st March 2026, APSEZ's marine vessel count stood at an all-time high of 136 vessels. FY26 EBITDA margin stood at 51% vs. 53% in FY25. During Q4FY26, revenue jumped 101% (₹726 Cr vs. ₹361 Cr in Q4 FY25). FY26 RoCE at 13% (13% in FY25).

Financial highlights

- **Debt management:** Gross debt at ₹55,103 Cr. Cash balance at ₹12,193 Cr. Net debt / EBITDA at 1.9x (proforma net debt / EBITDA calculated using TTM NQXT EBITDA at 1.8x)
- **FY26 capex -** ₹15,320 Cr (FY26 guidance ₹11,000 Cr - ₹12,000 Cr)
- **New credit rating and rating affirmation:** CareEdge Global' assigned long-term foreign currency issuer rating of "CareEdge BBB+/Stable" to APSEZ. India Ratings and Research (Ind-Ra) reaffirmed APSEZ's long-term issuer rating at "IND AAA" with "Stable" outlook. Ind-Ra has also reaffirmed APSEZ's commercial paper rating at IND A1+

  JCR assigned foreign currency and local currency long-term issuer credit rating of "A-/Stable" to APSEZ, a notch above India's sovereign rating. Moody's revised outlook to "Stable" from "Negative", reaffirmed "Baa3" rating. ICRA reaffirmed "AAA/Stable". Fitch Ratings revised outlook to "Stable" from "Negative", affirmed rating at "BBB-". S&P Global revised ratings outlook to "Positive" from "Negative" while reaffirming "BBB-"rating

  Fitch Ratings upgraded NQXT's long-term issuer default rating to "BBB-" from "BB+" ("Stable" outlook)

- **Capital optimization:** Completed bond buyback program in March 2026, repurchasing total of US$199.57m (US$196.94m during early tender date and US$2.63m before expiration). Previously during the financial year, APSEZ completed a bond buyback program in August 2025, repurchasing total of US$386.03m (US$384.38m during early tender date and US$1.65m before expiration). Average debt maturity as on March 31, 2026 at 5.4 years (4.3 years as on March 31, 2025)

- **Dividend:** Board has proposed dividend of ₹7.5 dividend per share for FY26. The record date for the dividend is 12th June 2026

FY27 guidance

₹ Cr	FY27 guidance	Comments
Revenue	43,000 - 45,000	11% - 16% growth guidance
EBITDA	25,000 – 26,000	9% - 14% growth guidance
Capex	12,000 - 14,000	
Net debt / EBITDA	Up to 2.5x	Consistent with guidance issued in previous periods

About APSEZ

APSEZ, part of the globally diversified Adani Group, a leading Integrated Transport Operator--across cargo origination (International Freight Network) through port handling, rail transport, multi-modal logistics parks, warehousing, and final delivery via road transport to customer gates.
This comprehensive **"shore-to-door"** capability, supported by cutting-edge digital infrastructure and AI-driven optimization, positions APSEZ as India's preeminent integrated logistics solutions provider. The company operates a comprehensive ecosystem of **15 strategically located ports and terminals** across India's west, south, and east coasts, combined with a diversified **marine fleet of 136 vessels**, integrated logistics capabilities including **12 multi-modal logistics parks**, **3.1 million sq. ft. of warehouses**, and **25,000+ trucks operating on its proprietary platform**, thus providing capabilities to handle vast amounts of cargo from both coastal areas and the hinterland. APSEZ also **operates 4 international ports** across Australia, Colombo, Israel and Tanzania.
With a current cargo handling capacity of **653 million tonnes per annum**, APSEZ commands approximately **27% of India's total port volumes**, targeting **1 billion tonnes throughput by 2030**.
Recognized among the **Top 5% of global transportation and transportation infrastructure firms** in the 2025 S&P Global Corporate Sustainability Assessment (95th percentile globally), with five ports featuring in the World Bank's Container Port Performance Index 2024, APSEZ combines scale, operational excellence, and integrated capabilities to enable seamless global trade.

Disclaimer

For media queries, please contact: Roy Paul I roy.paul@adani.com

For Investor Relations, please contact: Rahul Agarwal | apsezl.ir@adani.com

adani | Growth With Goodness

Adani Ports and Special Economic Zone Limited

Results presentation – Q4 & FY26

30th April 2026

Contents

Please refer the following link for “**APSEZ Investor Presentation _ Ambition 2031**”

[Investor Downloads | Adani Ports and Logistics]

1

APSEZ profile

APSEZ's asset footprint offers integrated "shore-to-door" capabilities

APSEZ leverages a multi-modal asset network that delivers comprehensive last-mile transport solutions to customers

FY26A | FY31 target

Marine services

136[1] → **200+ vessels**

Ports

500 MMT → **1 Billion metric tonne**[2]

Trains & Tracks

132 → **200 rakes**

Multi-Modal Logistics Parks

12 → **16 MMLPs**

International Freight Network

End-to-end technology integration

Advanced digitization layer connects all assets, generating higher RoCE via enhanced network planning & optimum asset sweating

Customer gate

Trucks

937 → **2,000 owned trucks + 40,000+ trucks operating on our in-house trucking platform**

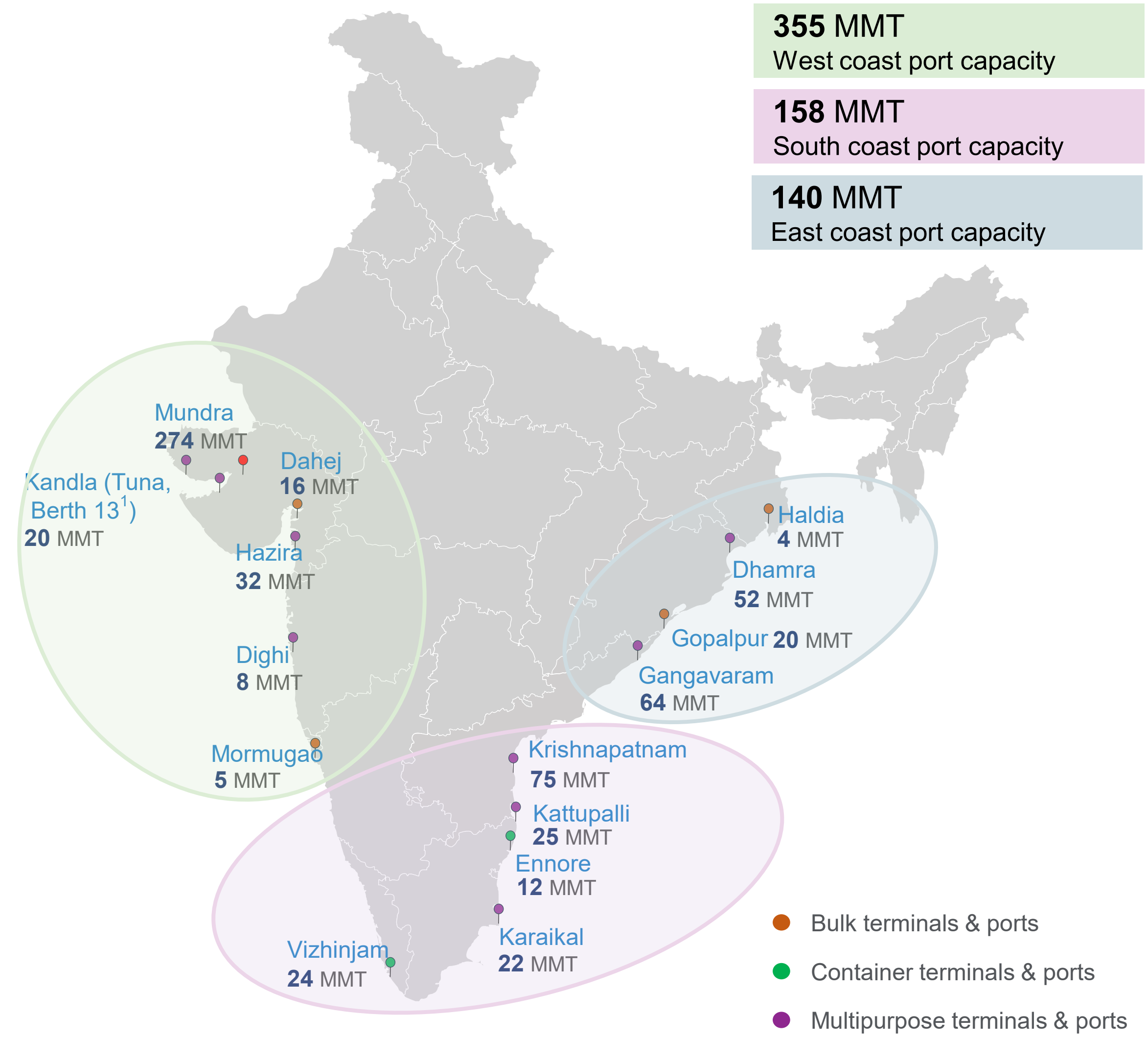
Warehouses[3]

3.1 Mn sq.ft. → **12 Mn sq.ft.**

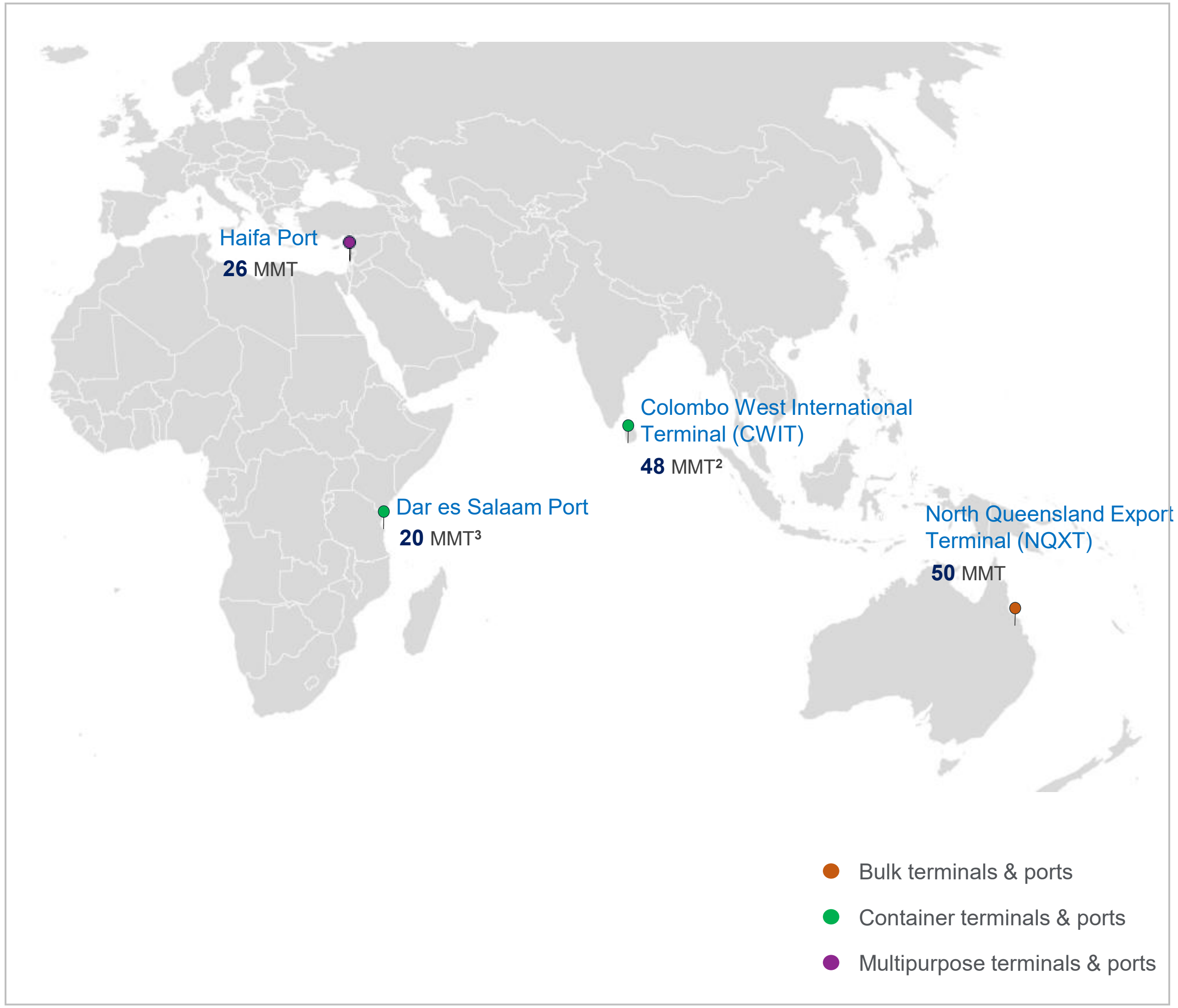
1. Additionally, APSEZ operates 47 captive vessels and 64 dredgers across its ports 2. December 2030 target 3. Warehouse operations include both warehousing space within MMLPs and standalone warehouses; APSEZ also operates agri silos with a current capacity of 1.4 MMT (multiple agri silo facilities are at various stages of construction, post which capacity will increase to 4 MMT); Images are AI generated; MMT – Million Metric Tonne | MMLP – Multi-Modal Logistics Park | RoCE – Return on Capital Employed

APSEZ operates **Ports** across India's coastline, overseas ports are located along key global trade routes

India presence across West, East & South coasts; Total Capacity - 653 MMT



Strategically located ports along the East–West trade route

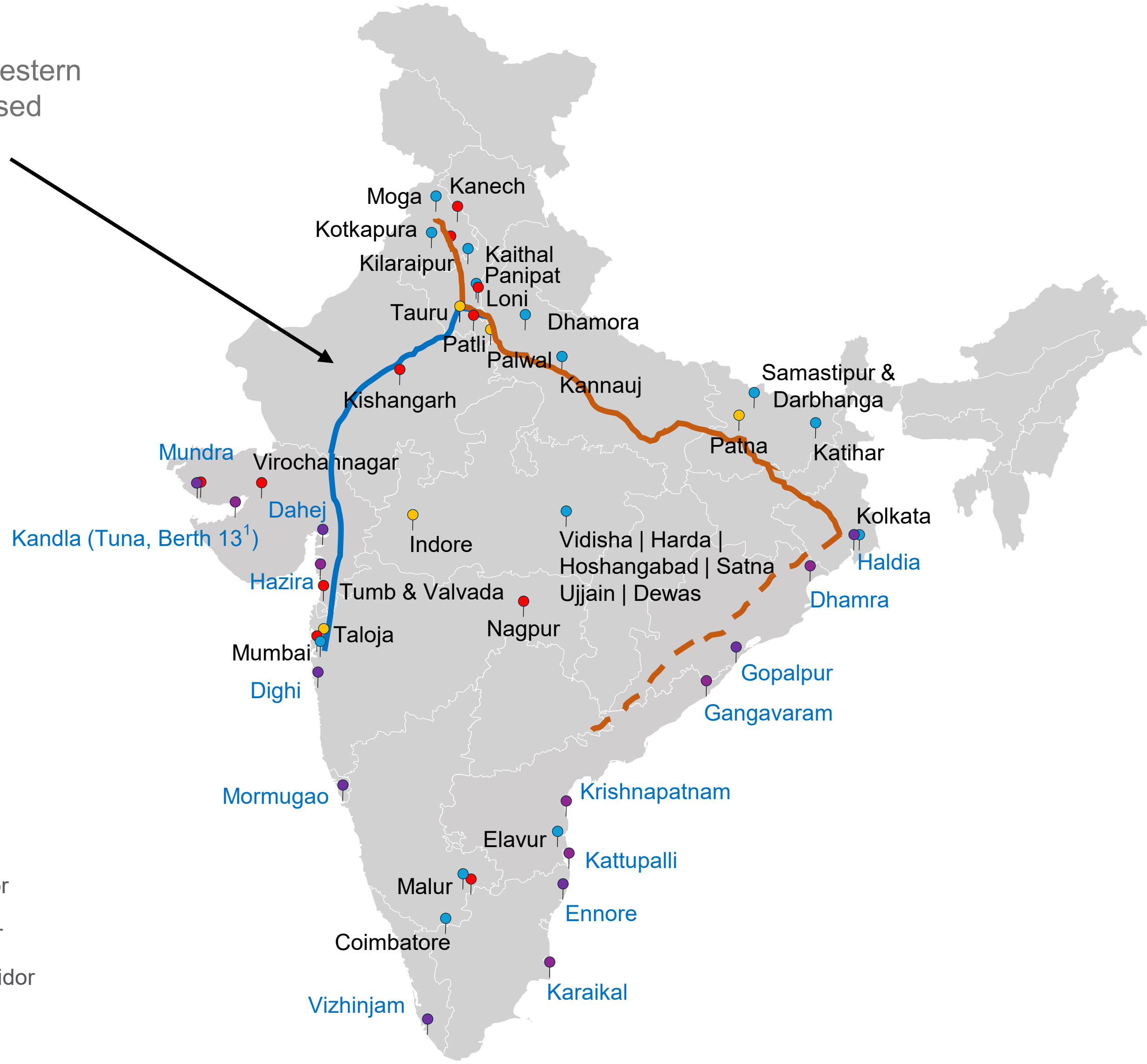


1. *Berth 13 - Under development*
2. *24 MMT capacity already commissioned, additional 24 MMT under construction 3. Includes 5 MMT under construction; MMT – Million Metric Tonne; Maps not to scale*

APSEZ's **Logistics** network covers 95% of India's hinterland

Pan-India network connects Ports to consumption centers across India via fleet of fixed and rolling assets

Our facilities are close to the Western & Eastern DFCs and the proposed East Coast DFC



- Ports & terminals
- MMLPs
- Warehouse
- Agri Silos

- Western Dedicated Freight Corridor
- Eastern Dedicated Freight Corridor
- East Coast Dedicated Freight Corridor (Proposed)

Logistics asset footprint

12 MMLPs
Located near key industrial clusters

3.1 Mn sq. ft. warehouses
Plug-and-play infrastructure with built-to-suit options for customers across sectors

4 MMT agri silos[2]
Connects major food-grain producing states to consumption centers

68 container rakes
Handles cargo across 18 states

54 bulk rakes
Caters to power, steel, cement and other sectors

7 agri rakes
Transports agri products in bulk

3 AFTO rakes
Designed for car transportation services

25,000+ trucks
Owned + managed fleet for last-mile connectivity to customer gate

Fixed assets | **Rolling assets**

1. Berth13 – Under development 2. Including under construction ; DFC – Dedicated Freight Corridor | MMLP – Multi-Modal Logistics Park | MMT – Million Metric Tonne | AFTO – Automobile Freight Train Operator; Map not to scale

Marine business: Three platforms, one integrated strategy

Platform #1

Ocean Sparkle Limited

- India's #1 marine services company with 70%+ market share
- 78 tugs & workboats

Platform #2

Astro Offshore

- Integrated offshore services in MEASA region since 2009
- 52 vessels

Platform #3

TAHID

- Port towage operations in the GCC region
- Fleet tailored to serve ports, LNG terminal operators and offshore industry
- 6 vessels

Marine strategy

Diversified marine fleet portfolio	**Focused on India & MEASA region**	**Take-or-pay contracts with Tier-1 customers**	**Profitable operations, high capital efficiency**

Diversified portfolio comprising of 136 marine vessels[1]

80 Tugs

41 OSVs[2]

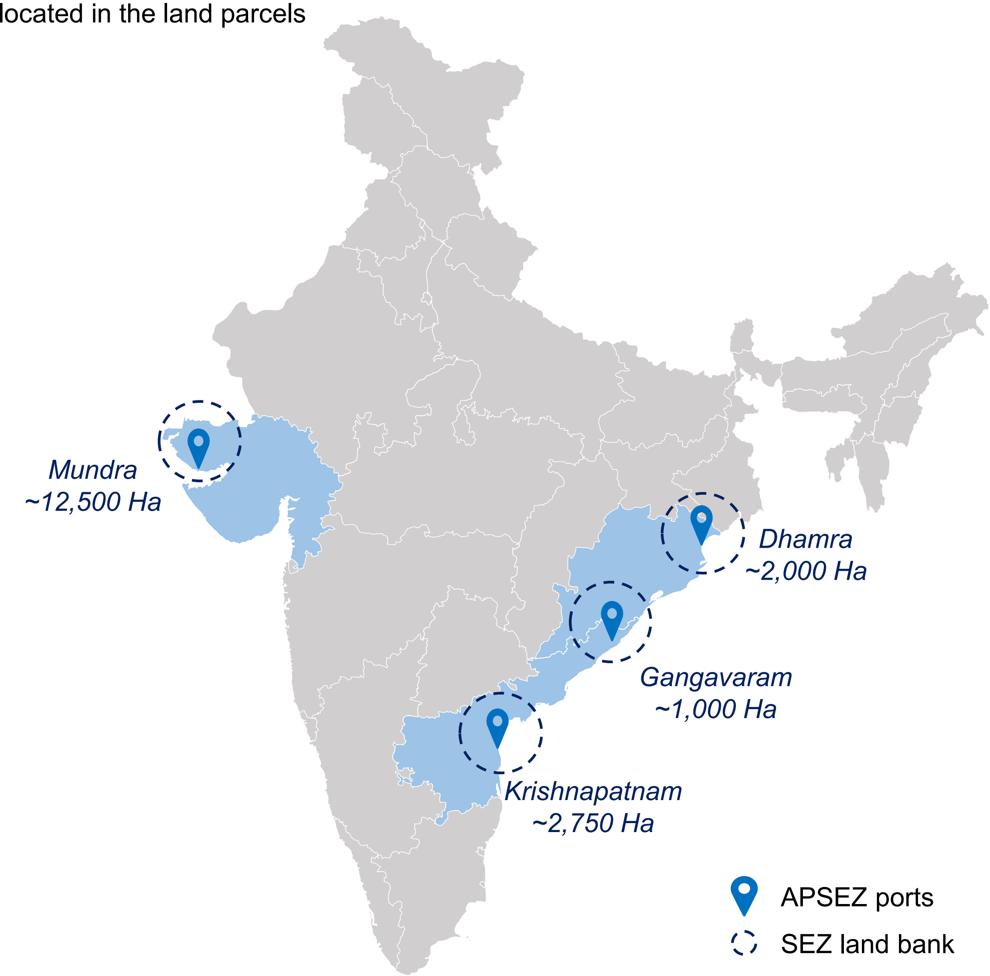
15 Flat-top barges

1. APSEZ also operates 47 captive vessels and 64 dredgers across its ports within India (revenue from these vessels is consolidated under domestic ports and does not form part of Marine segment) 2. OSVs include Anchor Handling Tug Supply vessels (AHTS), Multi Purpose Supply Vessels (MPSVs) & Workboats ; TAHID – The Adani Harbour International DMCC | MEASA – Middle East, Africa, South Asia | GCC – Gulf Cooperation Council | LNG – Liquified Natural Gas | OSV – Offshore Support Vessels

Our land bank near ports and industrial clusters is a business enabler

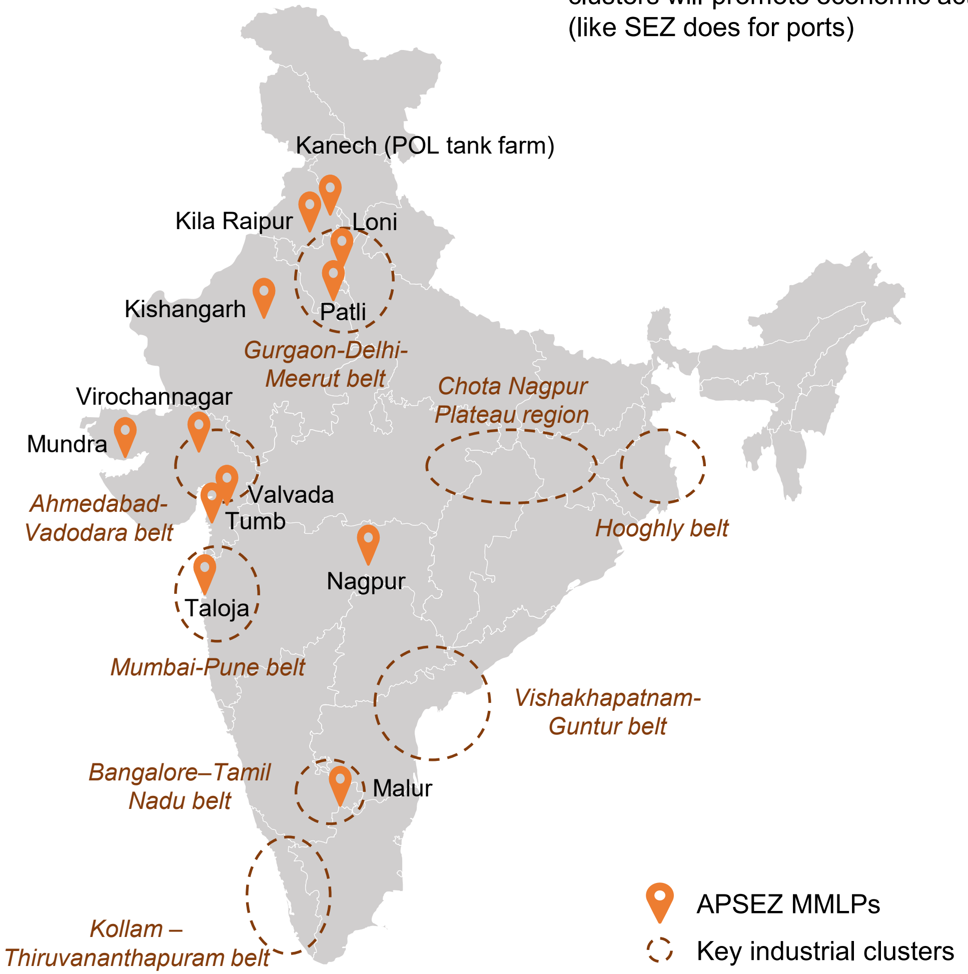
SEZ land bank

APSEZ ports benefit from cargo generated by export / import-focused industries located in the land parcels



Strategic investment in landbank near industrial clusters

MMLPs present in proximity of industrial clusters will promote economic activity (like SEZ does for ports)



Figures in Ha represent industrial land bank; Ha – Hectares | POL – Petroleum, Oil & Lubricants | MMLP – Multi-Modal Logistics Park | SEZ – Special Economic Zone; Maps not to scale

APSEZ differentiators

Six distinct structural advantages that compound over time

Scale + geographic & cargo diversity

- Handle over one-fourth of India's cargo volume
- 100+ commodities handled, structural hedge against commodity cycle
- Globally diversified cargo origins and destination networks reduce exposure to single-region geopolitical risk

Flagship assets

- Largest commercial port in India, flagship ports with deep-draft and ability to handle large vessels
- Average remaining port concession tenure of 30+ years
- Largest captive and third-party marine fleet in India, largest dredging fleet

"Shore-to-door" solution enhances customer stickiness & wallet share

- Last-mile connectivity from port to customer enhances ease of use, deepening customer preference for APSEZ
- Higher customer stickiness and deeper wallet share

Tech superiority & digital integration

- An end-to end integrated, digitized platform that enhances efficiency and delivers tangible outcomes
- Unmatched asset-level operational visibility across the entire value chain

Unmatched land bank that accelerates port volumes & logistics scale-up

- 16,000+ Hectares of plug-and-play SEZ land bank drives industrial build-out and captive cargo for ports
- Strategic land banks near industrial clusters for future Logistics build-out

Sustainability leadership

- Net zero by 2040 (ahead of peers)
- Widely rated amongst the Top-5% of world's most sustainable transportation companies
- Advanced sustainability credentials drive preferred-partner status with customers

SEZ – Special Economic Zone

2

Q4 & FY26 performance highlights

Ports, Logistics, Marine offer unmatched "shore-to-door" capabilities

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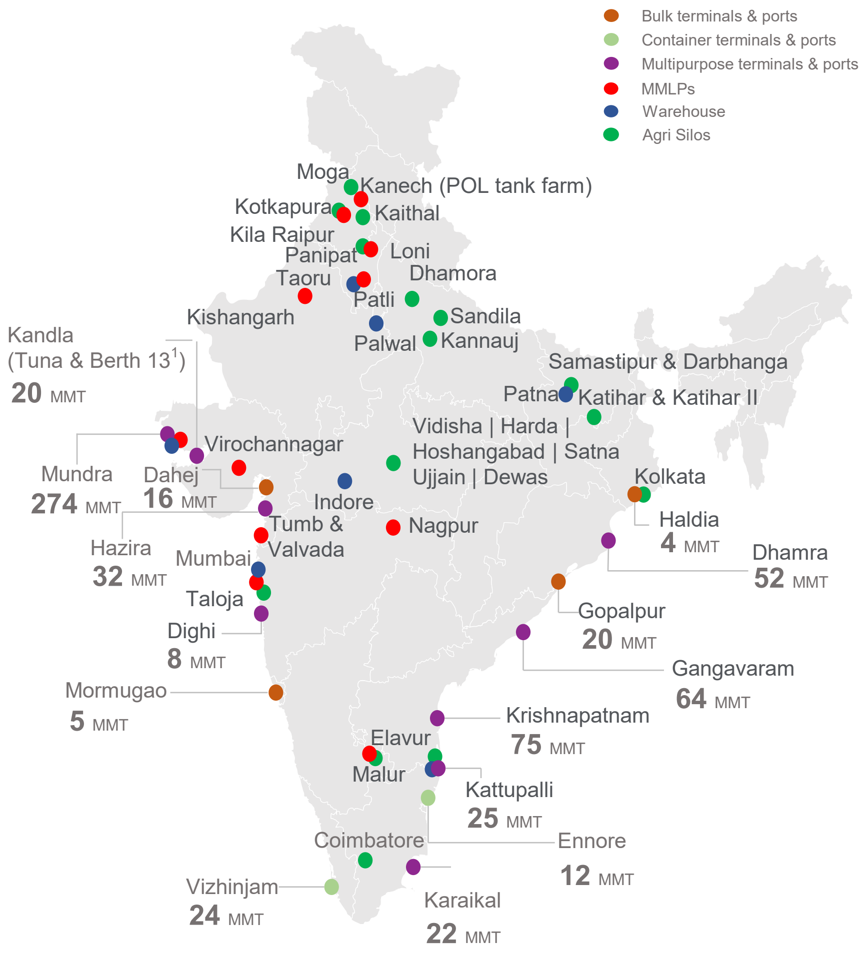
Ports and Logistics

Pan-India footprint



Key metrics

	Q4 FY26	FY26
Revenue	₹10,738 Cr (↑ 26% YoY)	₹38,736 Cr (↑ 25% YoY)
EBITDA	₹6,020 Cr (↑ 20%[2] YoY)	₹22,851 Cr (↑ 20%[2] YoY)
PBT	₹3,700 Cr (↑ 5% YoY)	₹14,849 Cr (↑ 14% YoY)
PAT	₹3,308 Cr (↑ 9% YoY)	₹12,782 Cr (↑ 16% YoY)

- Gross debt: **₹55,103 Cr**
- Net debt / EBITDA: **1.9x**

	Q4 FY26	FY26
MMT volume handled	133 (↑ 13% YoY)	501 (↑ 11% YoY)

Key asset details

Domestic ports

15 Ports & terminals
653 MMT capacity

27.1% All-India cargo market share
45.5% All-India container market share

International ports

4
(Israel, Tanzania, Australia, Sri Lanka)

Presence on **East-West trade corridor**

Logistics

Connected to **95%** of India's hinterland

Land bank for future expansion

Marine

136
vessels

Focused on **MEASA region**

MMLP – Multi-Modal Logistics Parks | POL – Petroleum, Oil & Lubricants | EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | PBT – Profit Before Tax | PAT – Profit After Tax | MMT – Million Metric Tonne | MEASA – Middle East, Africa, South Asia; 1. Berth No 13 – Under development 2. Mix change to align with strategic objective of Integrated Transport Utility. Greater contribution from Trucking, International Freight Network, which have lower EBITDA margin, but high return on capital employed (RoCE); Map not to scale

Performance snapshot – Q4 & FY26

(in ₹ Cr)

Q4 FY26 vs. Q4 FY25 consolidated performance

Revenue	EBITDA	PAT
10,738	6,020	3,308
26% ↑	20% ↑	9% ↑
8,488	5,006	3,023
	Q4 FY26 EBITDA margin – 56% vs. 59%	

FY26 vs. FY25 consolidated performance

Revenue	EBITDA	PAT
38,736	22,851	12,782
25% ↑	20% ↑	16% ↑
31,079	19,025	11,061
	FY26 EBITDA margin – 59% vs. 61%	

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | PAT – Profit After Tax

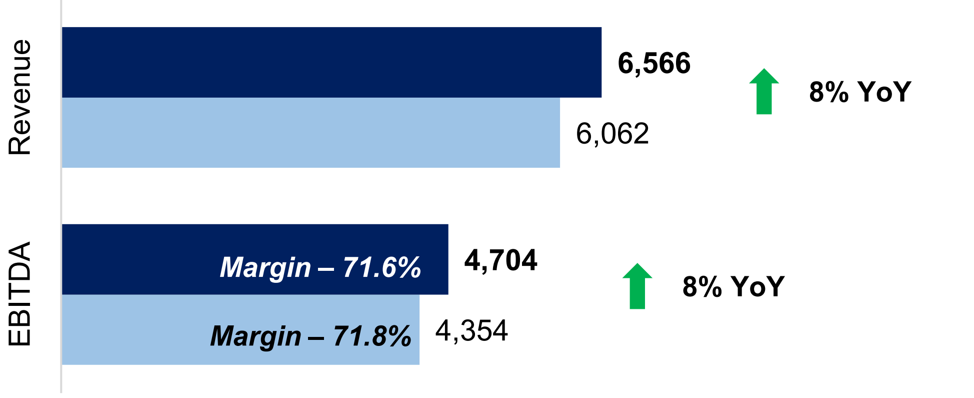
Domestic & International ports – Q4 FY26 vs. Q4 FY25 performance

(in ₹ Cr)

Ports and Logistics

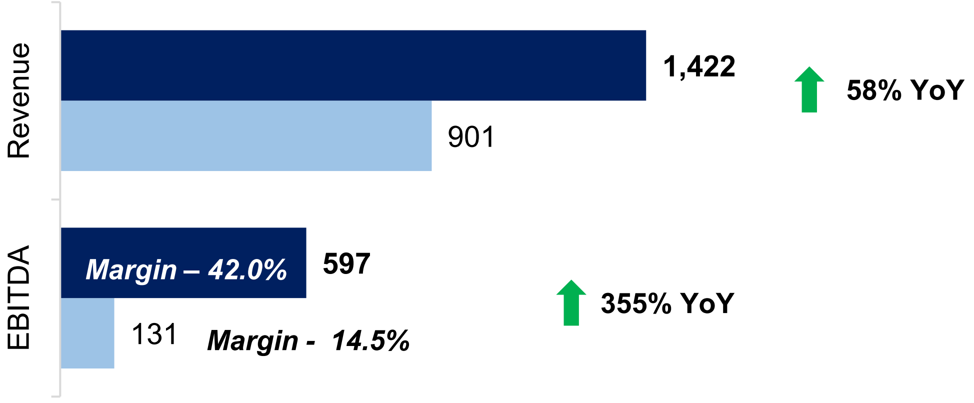
■ Q4 FY26 ■ Q4 FY25

Domestic ports



- Cargo handled - 111.7 MMT vs.111.9 MMT
- Q4 FY26 All-India cargo market share - 26% (vs. 26.3% in Q4 FY25)
- Q4 FY26 All-India container market share - 45.2% (vs. 46.3% in Q4 FY25)

International ports



- Cargo handled - 22 MMT vs. 6 MMT
- APSEZ has commenced consolidating NQXT Australia starting Q4 FY26
- CWIT Colombo operations commenced during Q1 FY26
- Highest ever international port margin at 42%
- Overall margin expansion driven by higher margins at NQXT & CWIT

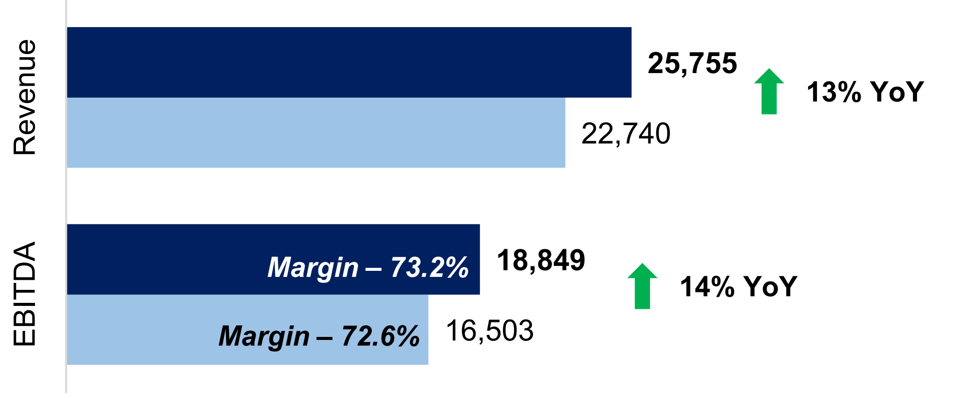
MMT – Million Metric Tonne | EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | NQXT – North Queensland Export Terminal | CWIT – Colombo West International Terminal

Domestic & International ports – FY26 vs. FY25 performance

(in ₹ Cr)

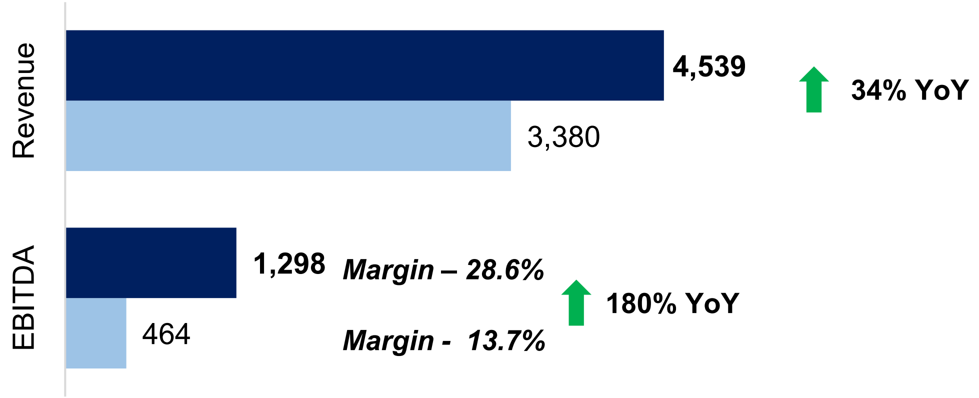
■ FY26 ■ FY25

Domestic ports



- Cargo growth - 5% YoY (451 MMT vs. 431 MMT)
- Growth driven by containers - 9% YoY (12.3 MTEUs vs. 11.2 MTEUs)
- FY26 All-India cargo market share - 27.1% (vs. 27% in FY25)
- FY26 All-India container market share - 45.5% (Flat YoY)

International ports



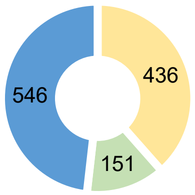
- Cargo handled – 50 MMT vs. 20 MMT
- APSEZ has commenced consolidating NQXT Australia starting Q4 FY26
- CWIT Colombo operations commenced during Q1 FY26
- Highest ever international port margin at 29%
- Overall margin expansion driven by higher margins at NQXT & CWIT
- Tanzania cargo volumes accounted Q2 FY25 onwards (APSEZ operated Tanzania terminal under an O&M agreement previously, hence cargo volume was not counted)

MMT – Million Metric Tonne | EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | MTEU – Million Twenty-foot Equivalent Unit | NQXT – North Queensland Export Terminal | CWIT – Colombo West International Terminal | O&M – Operation & Maintenance

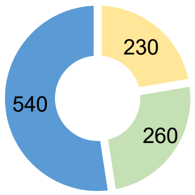
Logistics – Q4 FY26 vs. Q4 FY25 performance

Revenue ⬆ 10% YoY

Q4 FY26 – ₹1,133 Cr

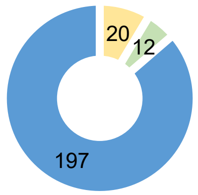


Q4 FY25 – ₹1,030 Cr

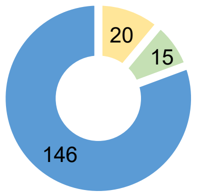


EBITDA ⬆ 26% YoY

Q4 FY26 – ₹228 Cr



Q4 FY25 – ₹181 Cr



Trucking | International Freight Network | Other logistics

EBITDA margin (%)

	Q4 FY26	Q4 FY25	Notes
Logistics (Consolidated)	20.1%	17.6%	
A. Trucking	4.5%	8.7%	*(1), (2)*
B. International Freight Network	7.6%	5.8%	*(1), (2)*
C. Logistics (other than Trucking & International Freight Network)	36.0%	27.0%	

Notes:

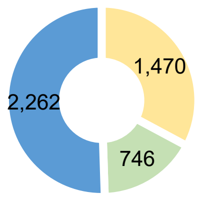
1. Limited incremental capex for A & B above. Therefore, additive to RoCE despite lower EBITDA
2. Besides adding to the RoCE, they also fill the strategic gap in our service offering
3. Container rail volume lower by 1% (166,646 TEUs vs. 167,659 TEUs)
4. GPWIS volume lower by 5% (5.6 MMT vs. 5.8 MMT)

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | RoCE – Return on Capital Employed | TEU – Twenty-foot Equivalent Unit | GPWIS – General Purpose Wagon Investment Scheme | MMT – Million Metric Tonne

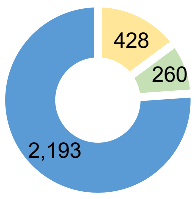
Logistics – FY26 vs. FY25 performance

Revenue ⬆ 55% YoY

FY26 – ₹4,478 Cr

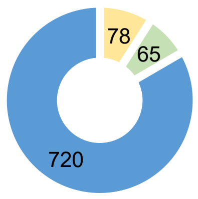


FY25 – ₹2,881 Cr

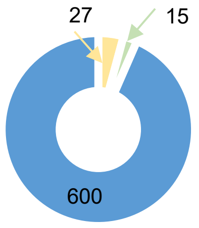


EBITDA ⬆ 34% YoY

FY26 – ₹863 Cr



FY25 – ₹642 Cr



Trucking | International Freight Network | Other logistics

EBITDA margin (%)			
	FY26	**FY25**	**Notes**
Logistics (Consolidated)	19.3%	22.3%	
A. Trucking	5.3%	6.3%	*(1), (2)*
B. International Freight Network	8.8%	5.8%	*(1), (2)*
C. Logistics (other than Trucking & International Freight Network)	31.8%	27.3%	

Notes:

1. Limited incremental capex for A & B above. Therefore, additive to RoCE despite lower EBITDA
2. Besides adding to the RoCE, they also fill the strategic gap in our service offering
3. 8% growth in container rail volume (695,517 TEUs vs. 643,480 TEUs)
4. GPWIS volume lower by 1% (21.7 MMT vs. 22.0 MMT)

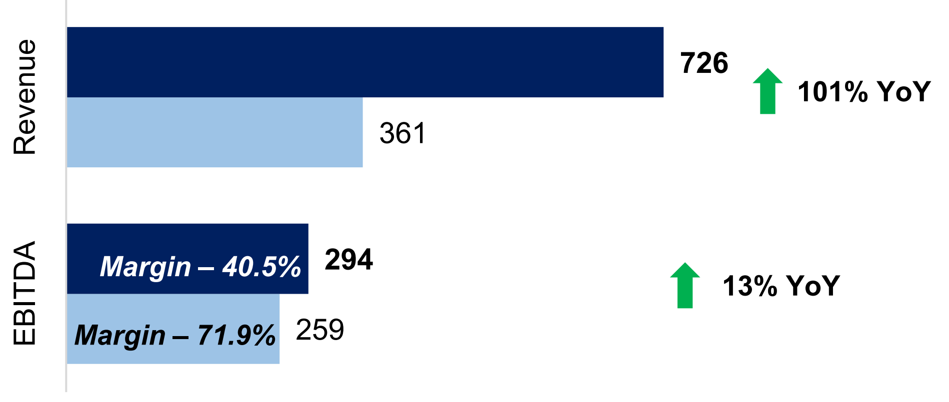
EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | RoCE – Return on Capital Employed | TEU – Twenty-foot Equivalent Unit | GPWIS – General Purpose Wagon Investment Scheme | MMT – Million Metric Tonne

Marine, Port development & SEZ – Q4 FY26 vs. Q4 FY25 performance

(in ₹ Cr)

■ Q4 FY26 ■ Q4 FY25

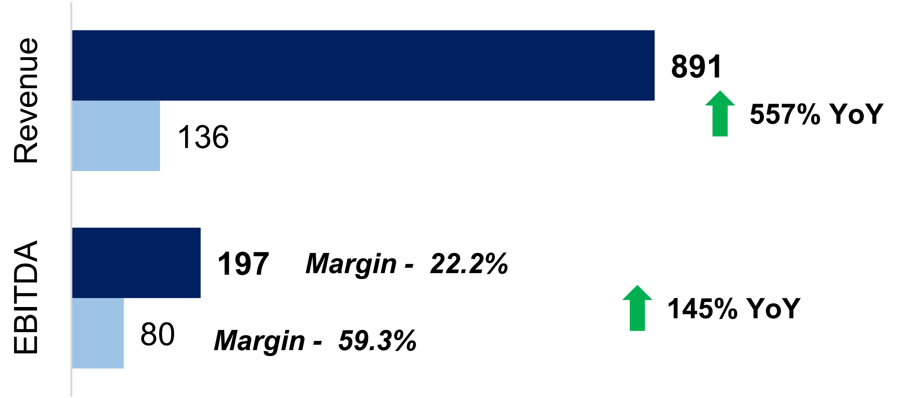
Marine[1]



Revenue growth driven by vessel additions

Vessel count as of 31st December 2025	129
Add: New vessels purchased	7
Vessel count as of 31st March 2026	136

Port development & SEZ



- Land monetization is episodic by nature

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization

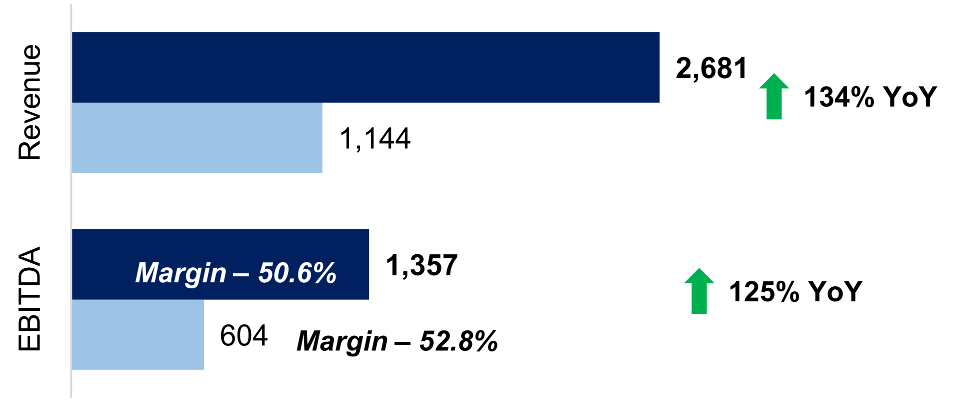
1. Represents third-party marine services including Ocean Sparkle, Astro Offshore, TAHID. Additionally, APSEZ operates 47 captive vessels in its ports (consolidated under Domestic ports revenue)

Marine, Port development & SEZ – FY26 vs. FY25 performance

(in ₹ Cr)

FY26 FY25

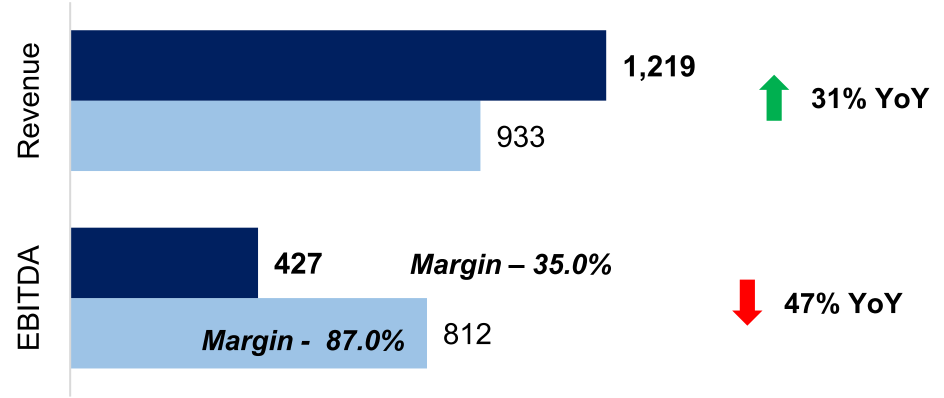
Marine[1]



Revenue growth driven by vessel additions

Vessel count as of 31st March 2025	115
Add: New vessels purchased	21
Vessel count as of 31st March 2026	136

Port development & SEZ



- Land monetization is episodic by nature

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization

1. Represents third-party marine services including Ocean Sparkle, Astro Offshore, TAHID. Additionally, APSEZ operates 47 captive vessels in its ports (consolidated under Domestic ports revenue)

Key ports revenue & EBITDA – Q4 FY26 vs. Q4 FY25

	Revenue		EBITDA		EBITDA %	
₹ Cr	**Q4 FY26**	**Q4 FY25**	**Q4 FY26**	**Q4 FY25**	**Q4 FY26**	**Q4 FY25**
Mundra[1]	2,770	2,128	1,509	1,432	54% (70% without SEZ)[1]	67% (68% without SEZ)[1]
Dhamra	587	535	288	309	49%	58%
Hazira	535	474	305	320	57%	68%
Krishnapatnam	675	656	385	439	57%	67%
Kattupalli	120	101	78	63	65%	62%
Karaikal	140	162	99	111	70%	69%
Dahej	158	143	96	93	61%	65%
Gangavaram	316	262	111	124	35%	47%
Vizhinjam[2]	192	162	161	150	84%	92%
Gopalpur	37	63	(4)	(4)		
Harbour[3]	1,093	1,000	989	863	90%	86%

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization

1. ***Mundra includes Port development & SEZ income. Excluding Port development & SEZ, Mundra Q4 FY26 margin stands at 70% (vs. 68% in Q4 FY25)***
2. *Vizhinjam Q4 FY26 revenue & EBITDA includes ₹40 Cr O&M support from Kerala state government (₹92 Cr in Q4 FY25)*
3. *Effective 31st May 2025, the operations of Adani Harbour has been transferred and vested to Shanti Sagar International Dredging Limited. The reported figures in this table pertain to the Adani Harbour division of Shanti Sagar International Dredging Limited*

Key ports revenue & EBITDA – FY26 vs. FY25

	Revenue		EBITDA		EBITDA %	
₹ Cr	**FY26**	**FY25**	**FY26**	**FY25**	**FY26**	**FY25**
Mundra[1]	8,528	8,005	5,574	5,403	65% (70% without SEZ)[1]	68% (65% without SEZ)[1]
Dhamra	2,151	2,252	1,090	1,375	51%	61%
Hazira	2,087	1,897	1,435	1,353	69%	71%
Krishnapatnam	3,020	2,907	1,874	1,864	62%	64%
Kattupalli	414	418	252	273	61%	65%
Karaikal	588	630	410	456	70%	72%
Dahej	622	612	397	398	64%	65%
Gangavaram	1,288	957	643	344	50%	36%
Vizhinjam[2]	830	262	712	240	86%	92%
Gopalpur[3]	192	186	33	71	17%	38%
Harbour[4]	4,278	3,460	3,805	3,029	89%	88%

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization

1. ***Mundra includes Port development & SEZ income. Excluding Port development & SEZ, Mundra FY26 margin stands at 70% (vs. 65% in FY25)***
2. *Vizhinjam FY26 revenue & EBITDA includes ₹316 Cr O&M support from Kerala state government (₹92 Cr in FY25)*
3. *Gopalpur acquisition was announced in March 2024 and completed in Q3 FY25, consolidation was effective from October 2024*
4. *Effective 31st May 2025, the operations of Adani Harbour has been transferred and vested to Shanti Sagar International Dredging Limited. The reported figures in this table pertain to the Adani Harbour division of Shanti Sagar International Dredging Limited*

JV financial performance

(in ₹ Cr)

Ports and Logistics

JV quarterly performance[1]

	Q4 FY26			Q4 FY25		
Particulars	Revenue	EBITDA	PAT	Revenue	EBITDA	PAT
APSEZ Consolidated	**10,738**	**6,020**	**3,308**	**8,488**	**5,006**	**3,023**
JVs						
AICTPL (CT-3), JV with MSC	583	337	258	536	305	240
ACMTPL (CT-4), JV with CMA-CGM	276	166	95	231	141	80
Dhamra LNG, JV with TOTAL	153	75	(99)	169	165	(62)
AECTPL, JV with MSC	71	23	(11)	71	23	(4)
IAVL, JV with IndianOil	132	62	150	140	68	76

JV YTD performance[1]

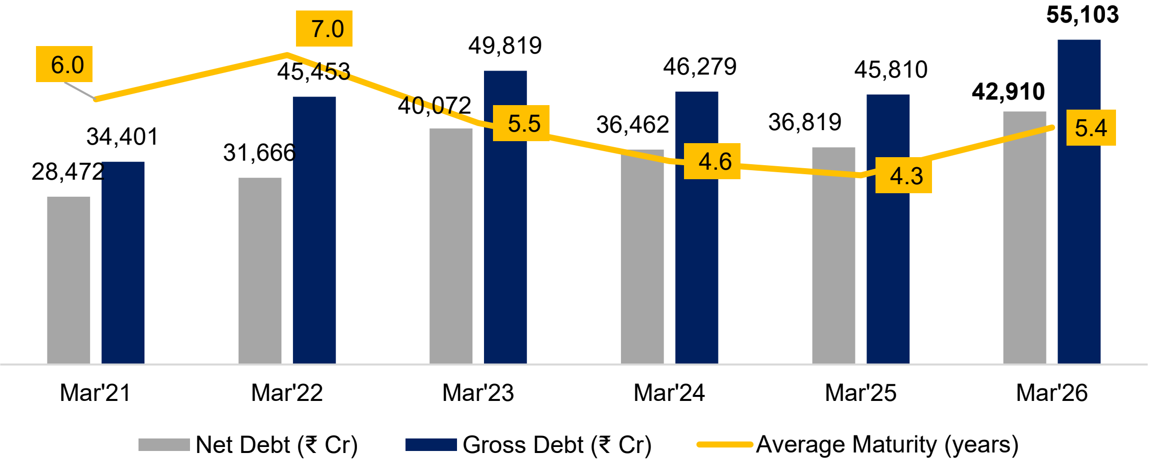
	FY26			FY25		
Particulars	Revenue	EBITDA	PAT	Revenue	EBITDA	PAT
APSEZ Consolidated	**38,736**	**22,851**	**12,782**	**31,079**	**19,025**	**11,061**
JVs						
AICTPL (CT-3), JV with MSC	2,221	1,261	851	1,902	1,036	699
ACMTPL (CT-4), JV with CMA-CGM	1,053	619	341	940	551	281
Dhamra LNG, JV with TOTAL	588	386	(242)	669	429	(296)
AECTPL, JV with MSC	282	79	(46)	203	65	(23)
IAVL, JV with IndianOil	507	308	294	550	320	225

1. APSEZ consolidated revenue and EBITDA does not include the above JV numbers. JV numbers are included in PAT
AICTPL – Adani International Container Terminal Private Limited | ACMTPL – Adani CMA Mundra Terminal Private Limited | IAVL – IndianOil Adani Ventures Limited | AECTPL – Adani Ennore Container Terminal Private Limited | EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | PAT – Profit After Tax

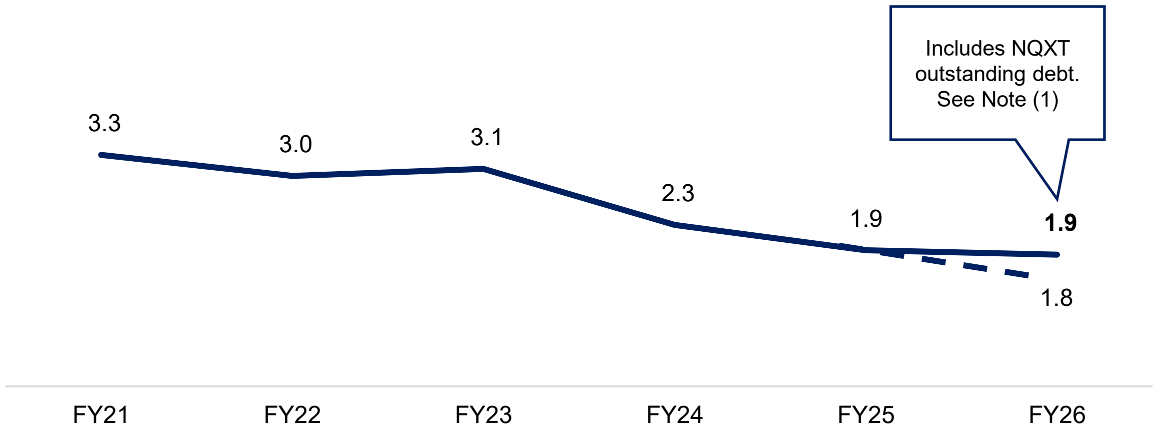
Above figures represents the overall performance of the JV (and not APSEZ's share in the JV). Above tables include large JVs entered by APSEZ

APSEZ has an investment grade, deleveraged balance sheet with significant capital markets track record

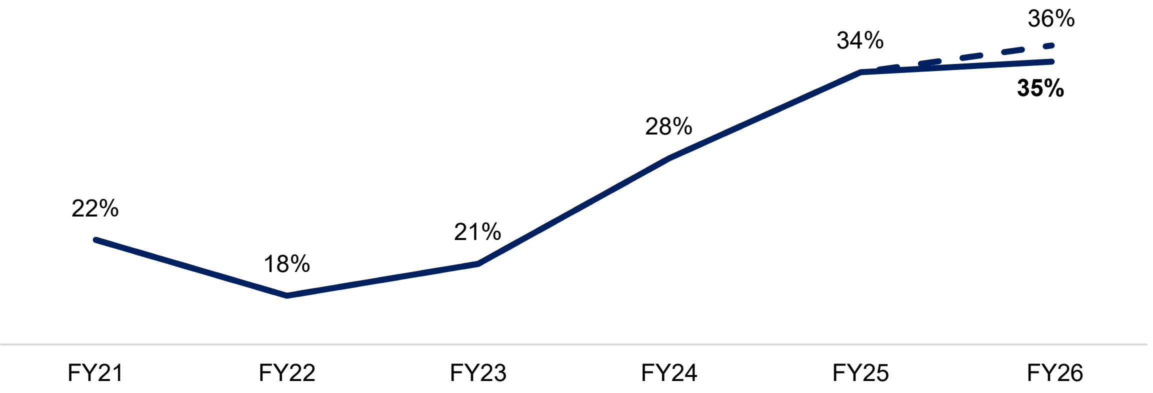
Gross debt [1], Net debt [1] & Average maturity



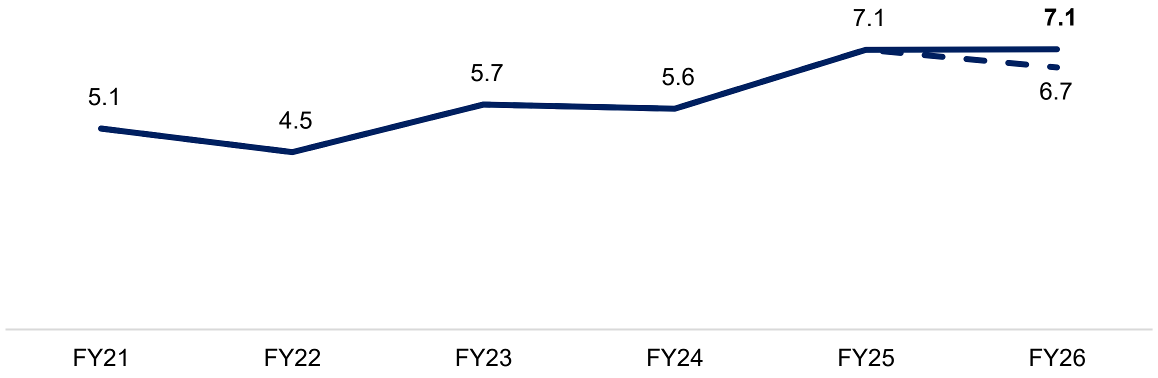
Net debt to EBITDA



FFO / Gross debt



FFO interest coverage



Figures based on reported balance sheet

Proforma figures include TTM numbers of NQXT Australia

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | FFO (Funds from operation) = EBITDA – Interest and tax paid in cash + Interest & dividend received in cash

1. NQXT's outstanding debt c.AU$731.7 Mn (₹4,717 Cr) as of 31st March 2026 has been consolidated;

CareEdge Global rated APSEZ “BBB+” with 'Stable outlook

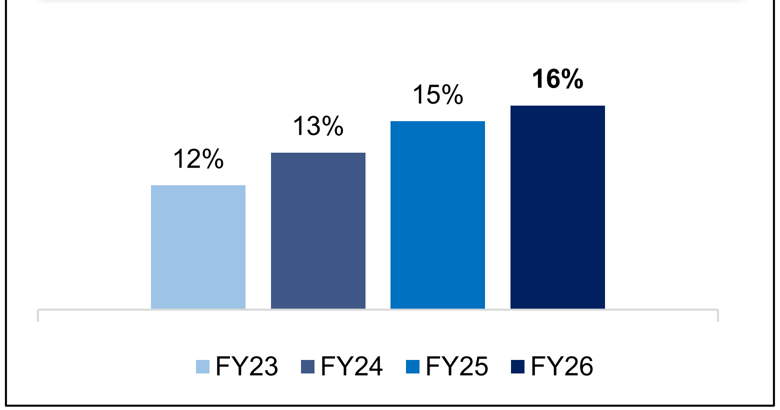
Global rating agencies	
MOODY'S	Baa3 / Stable
S&P Global	BBB- / Positive
Fitch Ratings	BBB- / Stable
JCR Japan Credit Rating Agency, Ltd.	A- / Stable
CareEdge GLOBAL RATINGS A subsidiary of CARE Ratings Limited	**BBB+ / Stable**

Domestic rating agencies	
CareEdge RATINGS	AAA / Stable
ICRA AN AFFILIATE OF MOODY'S	AAA / Stable
CRISIL An S&P Global Company	AAA / Stable
India Ratings & Research A Fitch Group Company	AAA / Stable

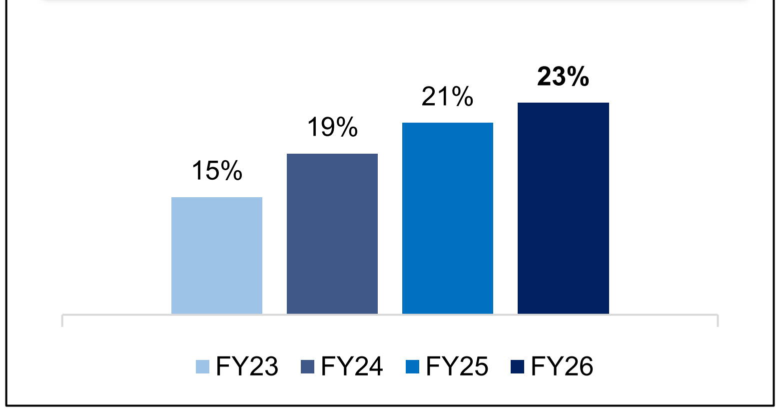
Fitch Ratings upgraded NQXT’s long-term issuer default rating to “BBB-” from “BB+” (“Stable” outlook)

Segment-wise RoCE

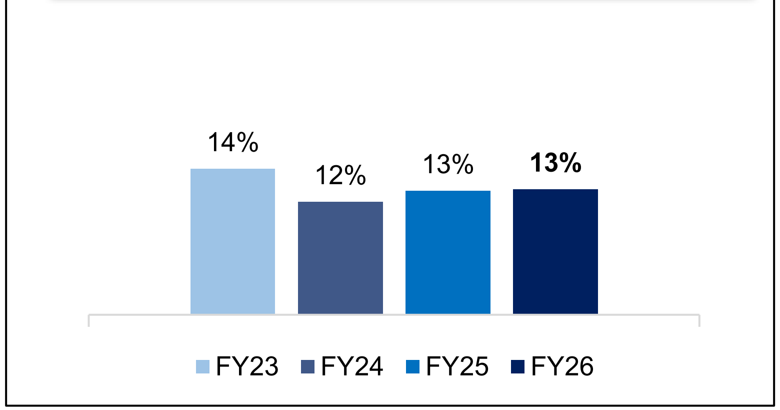
APSEZ (Consolidated)[1]



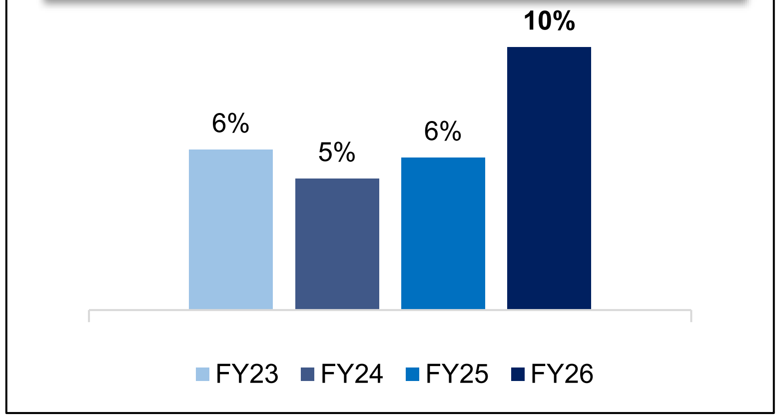
Domestic ports[2]



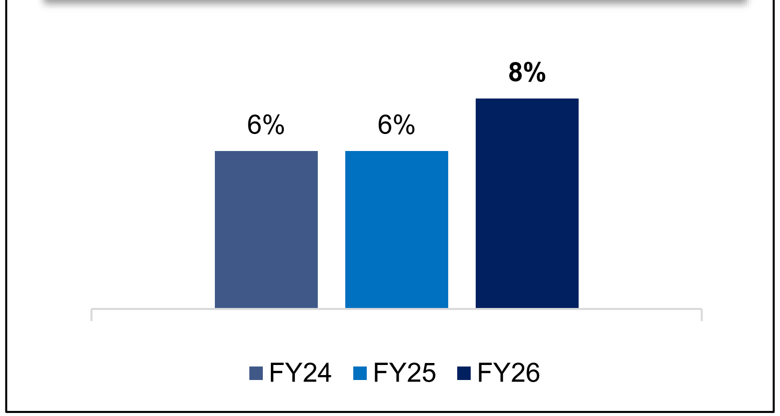
Marine



Logistics



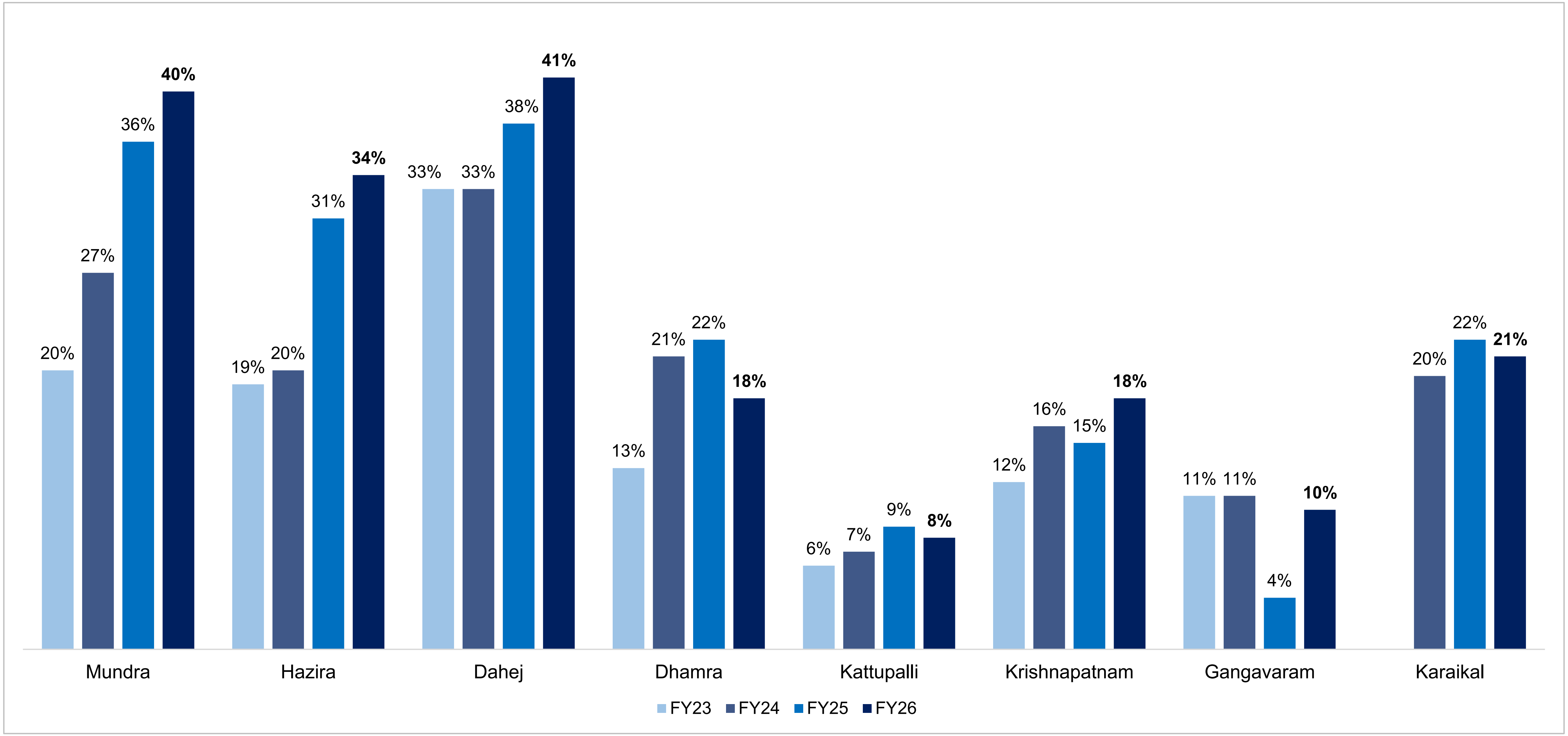
International ports[1]



1. FY26 RoCE excludes NQXT since consolidation was effective starting Q4;

2. 14 ports & terminals - Mundra, Hazira, Dahej, Tuna, Dhamra, Kattupalli, Dighi, Mormugao, Ennore, Krishnapatnam, Karaikal, Gangavaram, Vizhinjam, Gopalpur, - aggregate of these operating company financials | RoCE – Return on Capital Employed

Domestic port RoCE



Aggregate of these operating company financials | RoCE – Return on Capital Employed

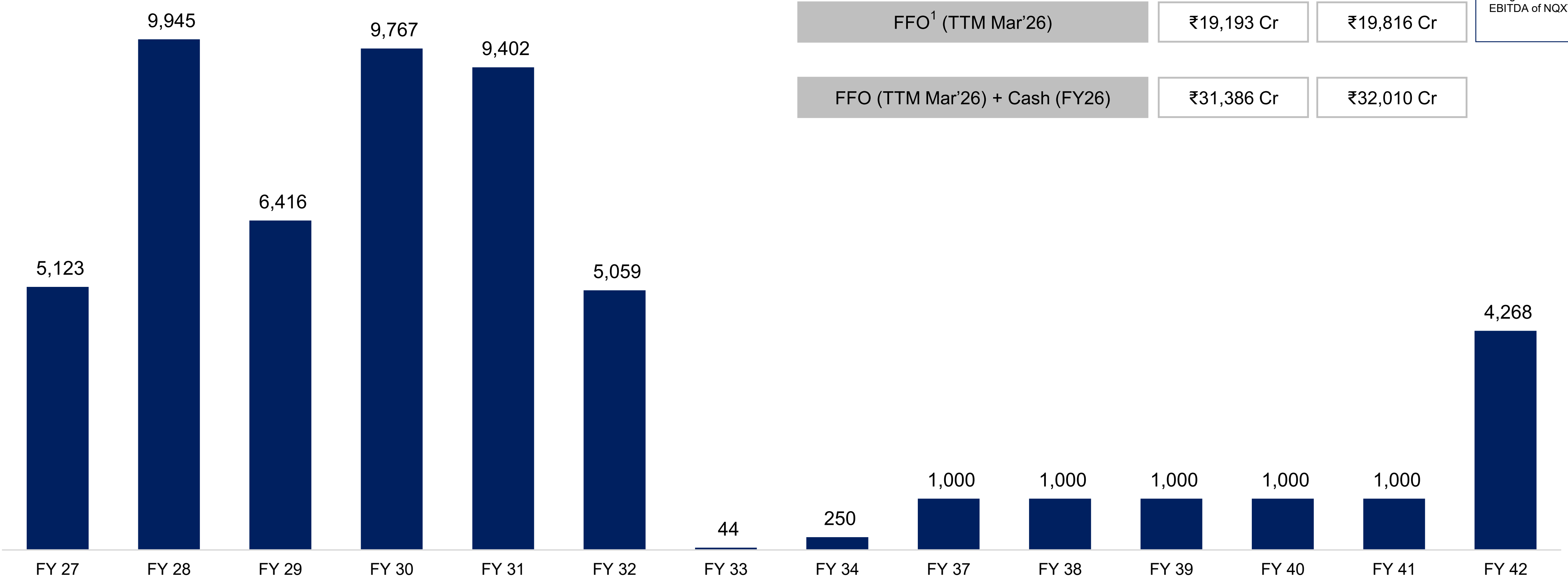
Long-term debt maturity profile (as of 31st March 2026)

(in ₹ Cr)

Ports and Logistics

	Actual	Proforma
FFO[1] (TTM Mar'26)	₹19,193 Cr	₹19,816 Cr
FFO (TTM Mar'26) + Cash (FY26)	₹31,386 Cr	₹32,010 Cr

Proforma figures using TTM EBITDA of NQXT



Current level of FFO exceeds the annual loan repayments; no refinance risk

NQXT's outstanding debt of c.AU$731.7 Mn (₹4,717 Cr) as of 31st March 2026 has been consolidated

1. FFO (Funds from operation) = EBITDA – Interest and tax paid in cash + Interest & dividend received in cash. The above debt maturity amount is without Ind AS adjustments

FY26 highlights

Strategic developments (1/3)

Expansion across port capacities

- Commissioned India's first dedicated VLCC terminal at Mundra Port, that can directly berth some of the world's largest crude carriers
- Commissioned the Haldia Bulk Terminal at Syama Prasad Mookerjee Port, Kolkata, developed under a 30-year DBFOT concession model. This fully automated and mechanized terminal has a dry bulk handling capacity of 4 MTPA
- Significant infrastructure upgrades being carried out at Dhamra Port, including the mechanization of berth BB4, commissioning of new bulk berth BB5 and installation of new manual railway line
- APSEZ signed an MoU with SMIT Salvage (Royal Boskalis) and MERC to operationalize India's first Port of Refuge (PoR), strengthening India's maritime safety and environmental protection framework
- Signed an MoU with NMDC Ltd., India's leading iron ore producer and Vale S.A (Brazil), a global leader in iron ore production, to develop an integrated iron ore ecosystem at Gangavaram Port. The proposed development includes an iron ore blending facility, fully mechanized berthing and cargo-handling infrastructure capable of accommodating Valemax vessels and a dedicated SEZ at Gangavaram Port
- Signed MoU with Port of Marseille Fos, France, to promote IMEC as a competitive alternative for Europe-Asia trade route, develop Mundra-Marseille Fos Green Corridor and cooperate on port digitalization and smart port platforms
- Completed the acquisition of NQXT Australia. NQXT offers strong earnings visibility through the concession period extending to 2110

VLCC – Very Large Crude Carrier | DBFOT – Design, Build, Finance, Operate & Transfer | MTPA – Million Tonne Per Annum | BB – Break Bulk | MoU – Memorandum of Understanding | MERC – Maritime Emergency Response Center | NMDC – National Mineral Development Corporation | SEZ – Special Economic Zone | IMEC – India, Middle East, Europe Corridor | NQXT – North Queensland Export Terminal

FY26 highlights

adani
Ports and Logistics

Strategic developments (2/3)

Expansion across port capacities

- Commenced Phase 2 construction at Vizhinjam port, scheduled for completion by December 2028. Estimated investment of ₹16,000 Cr. The construction will expand Vizhinjam port's capacity to 5.7m TEUs from the current 1.6m TEUs
- Announced partnership with Motherson Group to establish a dedicated facility for auto exports at Dighi Port
- Announced terminalling service agreement with Tvarur Oils and Fats to handle edible oil cargo at the Karaikal Port
- Commissioned two container rail handling lines at South Port Rail Head (SPRH), Mundra that will significantly augment the port's handling capacity
- MoU signed with Bharat Petroleum Corporation Limited (BPCL) to launch India's first ship-to-ship LNG bunkering operations at Vizhinjam port. This MoU strengthens Vizhinjam port's strategic position on major east–west shipping routes, especially for vessels using cleaner fuels
- Karaikal port enhanced permissible draft to 14.5 meters, positioning it among southern India's deepest draft ports

TEU – Twenty-foot Equivalent Unit | LNG – Liquified Natural Gas | MoU – Memorandum of Understanding

Strategic developments (3/3)

Multi-modal logistics expansion

- APSEZ leased 66,250 sq. ft. warehousing space in Panvel (near Mumbai) to a leading retailer in a 28-year deal, valued at over ₹100 Cr
- Groundbreaking of 70-acre, 1.3 Mn sq. ft. logistics park in Kochi with investment of ₹600 Cr
- Received approval to commence EXIM operations at Virochannagar (Gujarat), Kishangarh (Rajasthan) and Malur (Karnataka) ICDs
- Launched double stack container rake movement between ICD Tumb and ICD Patli
- ICD Virochannagar flagged off block rakes for Ocean Network Express (ONE) and Emirates Shipping to Mundra port

Marine fleet development

- Vessel count - 136. Acquired 21 vessels during FY26
- Expanded geographical presence to West Africa via en bloc purchase of 4 Platform Supply Vessels (PSVs) and 1 workboat
- Inaugurated Strategic Command Center for Marine operations facilitating real-time vessel tracking & enhanced operational control
- Ocean Sparkle reached milestone in digital integration with entire fleet operating paperless; integrated cloud-based vessel management system (SeaFlux)

EXIM – Export / Import | ICD – Inland Container Depot

FY26 highlights

Financial highlights

Financial highlights

- **Debt management:** Gross debt at ₹55,103 Cr. Cash balance at ₹12,193 Cr. Net debt / EBITDA at 1.9x (proforma net debt / EBITDA calculated using TTM NQXT EBITDA at 1.8x)
- **New credit rating and rating affirmation:**
  - CareEdge Global' assigned long-term foreign currency issuer rating of "CareEdge BBB+/Stable" to APSEZ. India Ratings and Research (Ind-Ra) reaffirmed APSEZ's long-term issuer rating at "IND AAA" with "Stable" outlook. Ind-Ra has also reaffirmed APSEZ's commercial paper rating at IND A1+
  - JCR assigned foreign currency and local currency long-term issuer credit rating of "A-/Stable" to APSEZ, a notch above India's sovereign rating. Moody's revised outlook to "Stable" from "Negative", reaffirmed "Baa3" rating. ICRA reaffirmed "AAA/Stable". Fitch Ratings revised outlook to "Stable" from "Negative", affirmed rating at "BBB-". S&P Global revised ratings outlook to "Positive" from "Negative" while reaffirming "BBB-"rating
  - Fitch Ratings upgraded NQXT's long-term issuer default rating to "BBB-" from "BB+". The outlook is stable
- **Capital optimization**
  - Completed bond buyback program in March 2026, repurchasing total of US$199.57m (US$196.94m during early tender date and US$2.63m before expiration)
  - Previously during the financial year, APSEZ completed a bond buyback program in August 2025, repurchasing total of US$386.03m (US$384.38m during early tender date and US$1.65m before expiration). Average debt maturity as on March 31, 2026, at 5.4 years (4.3 years as on March 31, 2025)
- **Dividend:** Board has proposed a dividend of ₹7.5 dividend per share for FY26. The record date for the dividend is 12th June 2026

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | TTM – Trailing Twelve Months | NQXT – North Queensland Export Terminal

FY26 highlights

Operational highlights (1/2)

Record operational performance

- APSEZ achieved a major milestone by handling 500.8 MMT (+11% YoY) cargo during the year
- Vizhinjam port in Kerala has handled 1 million TEUs within just a year of starting operations. With the second phase commencing, its capacity is set to expand to 5.7 million TEUs
- Colombo West International Terminal (CWIT) surpassed the 1 million TEU throughput milestone within its first year of operations. CWIT has joined a select group of global terminals to reach this scale in its inaugural year
- Amid heightened geopolitical tensions in West Asia, Mundra port facilitated the safe berthing of Indian flagged crude oil and LPG vessels, following their safe transit via the Strait of Hormuz. The tankers ‘Jag Laadki’, carrying c.80,886 Tonnes of crude oil, and ‘Shivalik’, with c.46,000 Tonnes of LPG, were handled at the port. These operations underscore Mundra port’s critical role in reinforcing the country’s energy security
- Krishnapatnam port safely executed the sail-out of an 850-tonne bridge (casing-cum-quality utility platform) from ONGC’s offshore oil rig in KG basin
- Gangavaram port recorded multiple operational milestones during the year, including handling its deepest-draft vessel, MV Cape Mars (18.31m), and the country’s largest-ever bauxite parcel of 200,918 tonnes in March 2026
    - In February 2026, the port recorded its highest-ever single-vessel container transaction, handling 3,400 TEUs in one call. The port also introduced Digital Smart Gates, enabling contactless entry and exit, FASTag-enabled access, faster vehicle clearance, and fully automated vehicle movement, significantly improving turnaround time

MMT – Million Metric Tonne | TEU – twenty-foot Equivalent Unit | LPG – Liquified Petroleum Gas | ONGC – Oil & Natural Gas Corporation

FY26 highlights

Operational highlights (2/2)

Record operational performance

- Dhamra Port set new productivity benchmarks at its mechanized bulk cargo handling terminal, BB4. The port achieved distinct milestones by discharging 19,747 tonne steel slabs in 24hrs, followed by discharge of 31,700 tonne limestone in 24hrs. The port also welcomed its maiden capesize vessel
- APSEZ handled a record RORO throughput of 229,357 vehicles during the year. Further, Mundra port set a national record by handling 6,008 vehicles in a single vessel
- In February 2026, Dahej port set a record by dispatching 5,200 Tonnes fertilizer within 20 hours. During December 2025, Dahej port created a new record by dispatching 30,965 MT cargo via 872 trucks in a single day. Additionally, the port achieved a milestone by discharging a vessel carrying 55,610 MT of Limestone in just 1.9 days
- Adani Agri Logistics completed its first containerized grain rake movement for FCI from Ludhiana (Punjab) to Ahmedabad (Gujarat)
- Ocean Sparkle integrated cloud-based vessel management system (SeaFlux) across its fleet, transitioning to a paperless, digital ecosystem with a centralized Strategic Command Centre
- APSEZ crossed a major milestone by completing over 60 million cubic meters of dredging in a single year

BB – Break Bulk | RORO – Roll On/Roll Off | MT – Metric Tonne | FCI – Food Corporation of India

FY26 highlights

adani
Ports and Logistics

Corporate ESG Performance
Prime
RATED BY ISS ESG

ESG excellence (1/2)

Environmental leadership

- APSEZ became India's first integrated transport operator to adopt the TNFD framework, committing to address nature related dependencies, impacts, risks, and opportunities in line with TNFD recommendations.
- 12 ports certified Zero Waste to Landfill, reinforcing circular economy practices.
- As part of its decarbonization initiatives, APSEZ recently deployed electric powered Mobile Harbour Cranes at Netaji Subhas Dock
- Developed India's first steel slag road within a private port at Hazira, in collaboration with CSIR-CRRI and the Ministry of Science & Technology (demonstrating commitment to sustainable infrastructure leadership)
- Reaffirmed long term climate ambition with a Net Zero commitment by 2040

ESG ratings

- CARE ESG Ratings Limited (CareEdge ESG) has assigned an CareEdge ESG 1+ rating with a score of 81/100, signifying leadership position in managing ESG risks through best-in-class disclosures, robust policies, and strong performance across environmental, social, and governance parameters.
- Achieved a score of 66/100 in S&P Global Corporate Sustainability Assessment (CSA) 2025, ranking in the top 95th percentile globally within the Transportation & Transportation Infrastructure sector, maintained the highest score in the Environment dimension for the third consecutive year
- EcoVadis assigned Silver Medal on first time participation; ranked in the top 15% globally.
- Sustainalytics assigned an ESG risk rating of "Low Risk" with a score of 10.5, recognized as a leader in the Low-Carbon Transition rating within the marine ports sector.

TNFD – Taskforce on Nature related Financial Disclosures | CSIR – CRRI – Council of Scientific & Industrial Research – Central Road Research Institute | CSA - Corporate Sustainability Assessment

FY26 highlights

ESG excellence (2/2)

ESG ratings

- Achieved the highest “Level 5” Management Quality rating from the Transition Pathway Initiative (TPI), ranked among the top four global industrial transportation companies and the only global port operator at this level.
- ISS ESG reaffirmed “Prime” status with a “C+” rating, highlighting strong ESG risk management practices[1]
- MSCI upgraded ESG rating from “CCC” to “B”, on strengthened corporate governance and sustainability practices.
- Included in leading ESG benchmark indices, including the BSE 100 ESG Index, Nifty 100 ESG Index, Nifty 100 ESG Sector Leaders Index, and Nifty 100 Enhanced ESG Index.
- Strong recognition from SEBI registered Indian ESG Rating Providers, including:
    - CRISIL: “Strong” ESG rating (Overall: 61; Core ESG: 67), top 15% of companies assessed
    - NSE Sustainability Ratings & Analytics: ESG score 66 (“Aspiring”)
    - SES ESG Research: ESG score 74.6 (Grade B+)
    - ESG Risk Assessments and Insights Limited: ESG score 76 (“Excellent”)

1. S&P Global Corporate Sustainability Assessment score as of 4th November 2025; ISS – Institutional Shareholder Services | CSA – Corporate Sustainability Assessment | SES – Stakeholder Empowerment Services | ESG – Environment, Social, Governance

FY26 highlights

Awards and accolades

- APSEZ was honored at the Viksit Gujarat: Maritime, Logistics & Export Summit 2026 for its contribution to strengthening India's logistics backbone, accelerating port-led industrial development and advancing the nation's journey toward a Viksit Bharat 2047
- APSEZ won multiple honors at the Build India Infra Awards 2026, including recognition for “Trailblazing Logistics Infrastructure of the Year”, “Digitalization of marine processes”, and “Innovative hopper redesign to enhance cargo discharge performance”
- Won the “Port Sustainability Pioneer Award” at India Maritime Week 2025, under the Maritime Achievers category
- Received the “Infra ESG Champion - Corporate” award at the 3rd Economic Times Infra Leadership Summit & Awards
- Krishnapatnam port won the 19th ICC Champion – Environment Excellence Award 2025 for excellence in sustainable and environmentally responsible port operations
- Dhamra port received the IBC Agni Suraksha Puraskar 2026 award for excellence in safety performance and robust safety frameworks
- Gangavaram port won multiple awards including:
    - Environmental Excellence Award – Platinum Category from ICC at the 19th Environment Partnership Summit & Excellence Awards
    - Safety Excellence Award – Platinum Category by the Green Enviro Foundation at the 2nd Annual Green Enviro Summit & Excellence Awards
    - Recognized as Top Custodian Port on International Customs Day, for achieving the lowest import dwell time and for outstanding contribution to EXIM trade facilitation

Cargo volume Q4 & FY26

APSEZ total volume (in MMT)	Q4 FY26	Q4 FY25	YoY	FY26	FY25	YoY
Domestic volume	111.7	111.9	0%	451.0	430.6	5%
International volume	21.7	6.0	262%	49.8	19.6	154%
APSEZ volume	**133.4**	**117.9**	**13%**	**500.8**	**450.2**	**11%**

Sticky cargo share in Q4 FY26 – 54%; in FY26 – 53%

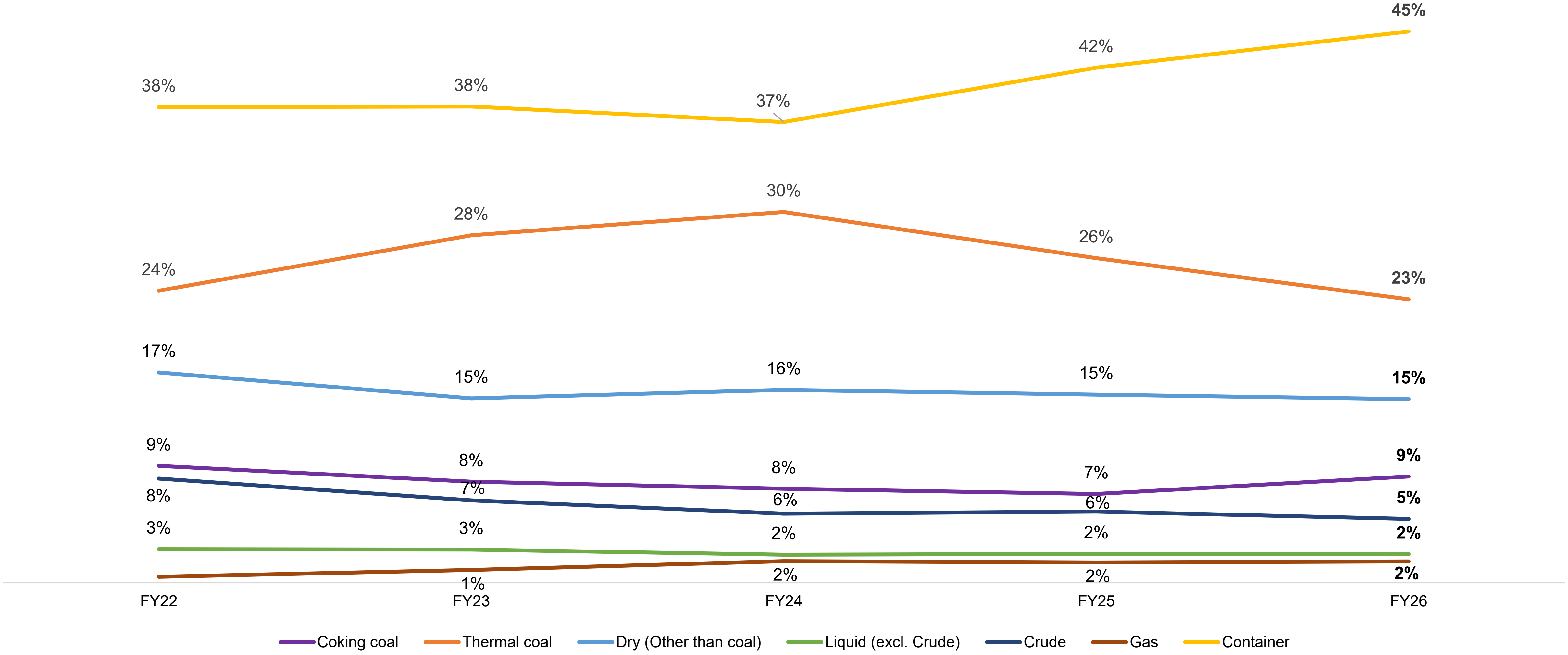
Container volume (in '000 TEUs)	Q4 FY26	Q4 FY25	YoY	FY26	FY25	YoY
Domestic container volume	3,152.9	3,021.8	4%	12,299.5	11,273.1	9%
International container volume	748.8	357.2	110%	2,637.5	1,246.4	112%
APSEZ container volume	**3,901.7**	**3,379.0**	**15%**	**14,937.1**	**12,519.5**	**19%**

Domestic volume across West, South & East coast	Q4 FY26	Q4 FY25	YoY	FY26	FY25	YoY
Total domestic volume (MMT)	**111.7**	**111.9**	**0%**	**451.0**	**430.6**	**5%**
West coast volume (MMT) (% share)	60.7 (54.3%)	63.7 (56.9%)	-5%	243.8 (54.1%)	252.7 (58.7%)	-4%
South coast volume (MMT) (% share)	28.0 (25.1%)	27.6 (24.7%)	2%	117.6 (26.1%)	102.5 (23.8%)	15%
East coast volume (MMT) (% share)	23.0 (20.6%)	20.6 (18.4%)	12%	89.6 (19.9%)	75.4 (17.5%)	19%
Domestic volume across Mundra & Non-Mundra ports	**Q4 FY26**	**Q4 FY25**	**YoY**	**FY26**	**FY25**	**YoY**
Mundra volume (MMT) (% share)	47.0 (42.1%)	50.7 (45.3%)	-7%	192.0 (42.6%)	200.7 (46.6%)	-4%
Non-Mundra volume (MMT) (% share)	64.7 (57.9%)	61.2 (54.7%)	6%	259.0 (57.4%)	229.9 (53.4%)	13%

APSEZ Logistics volume	Q4 FY26	Q4 FY25	YoY	FY26	FY25	YoY
Rail container volume (TEUs)	166,646	167,659	-1%	695,517	643,480	8%
GPWIS volume (MMT)	5.6	5.8	-5%	21.7	22.0	-1%

Numbers rounded off to the nearest integer
MMT – Million Metric Tonne | TEU – Twenty-foot Equivalent Unit | GPWIS – General Purpose Wagon Investment Scheme

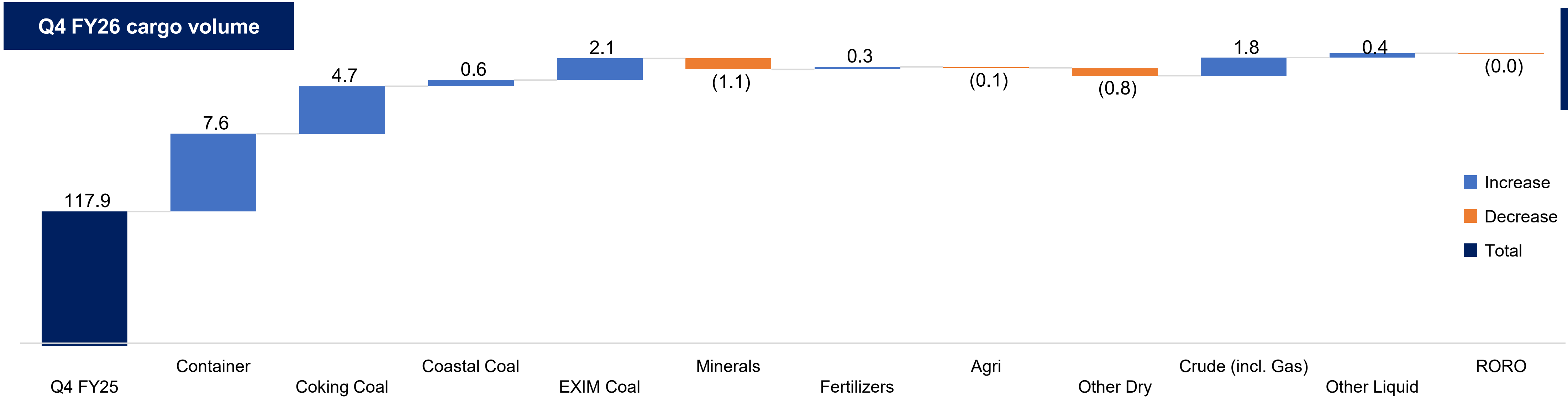
Diversified cargo portfolio – FY26



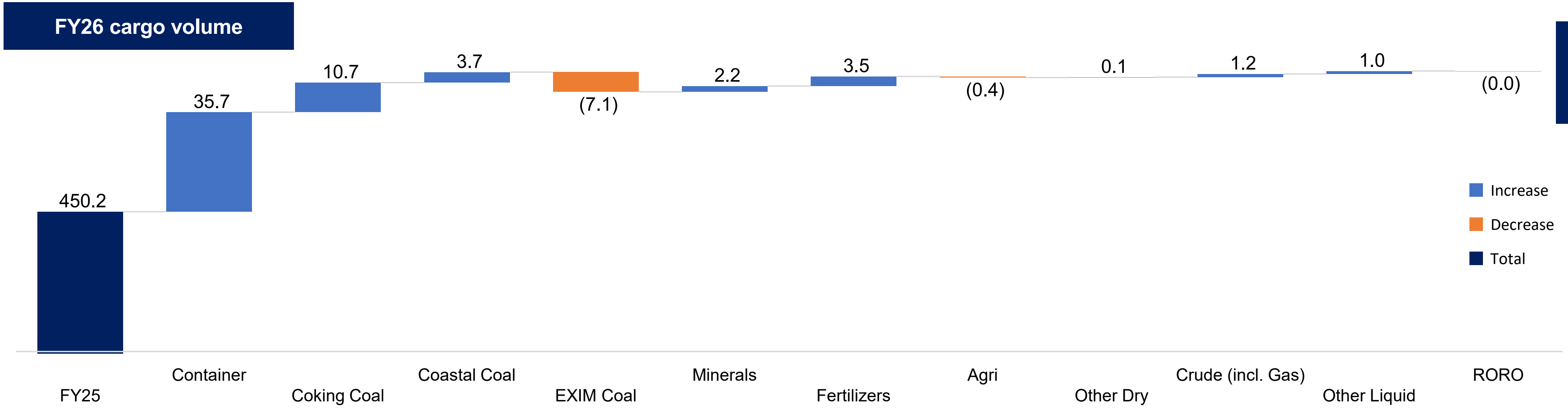
Starting Q3 FY26, dry (coal) is further split into coking coal and thermal coal (accordingly previous period figures have been reclassified). Thermal coal includes both coastal & EXIM thermal coal. Dry (Other than coal) includes minerals, agri commodities, fertilizers, clinkers etc. Liquid (excl. Crude) includes vegetable oil, chemicals etc and Gas includes STS, LNG and LPG.

Numbers rounded off to the nearest integer

Breakdown of cargo growth – Q4 & FY26



Q4 FY26 volume 133.4 MMT



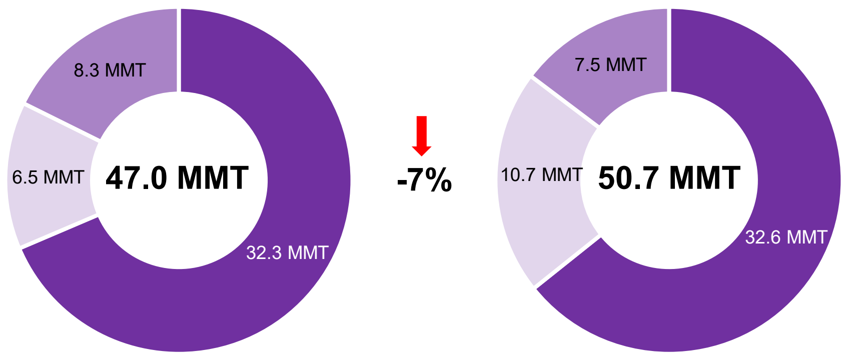
FY26 volume 500.8 MMT

Numbers rounded off to the nearest integer ; MMT – Million Metric Tonne | EXIM – Export/Import | RORO – Roll On and Roll Off

Port volume – Q4 FY26 (1/3)

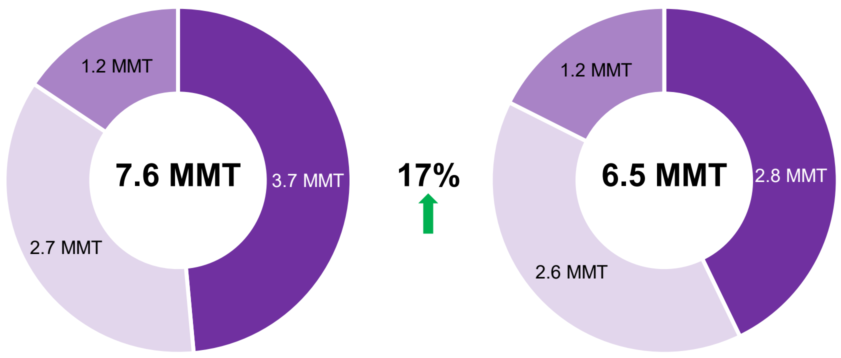
1 Mundra[1]

Q4 FY26 | Q4 FY25



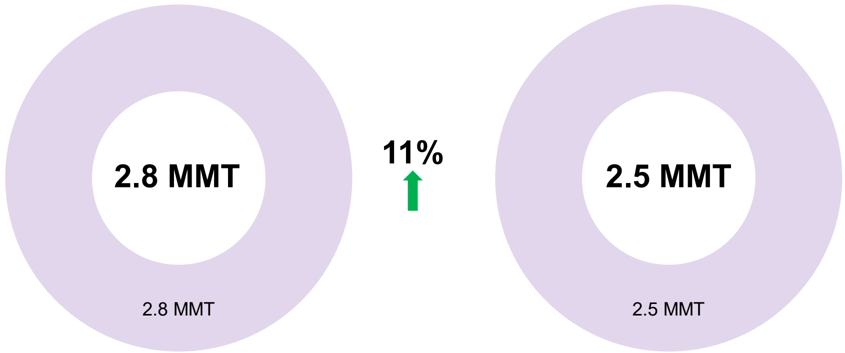
2 Hazira

Q4 FY26 | Q4 FY25



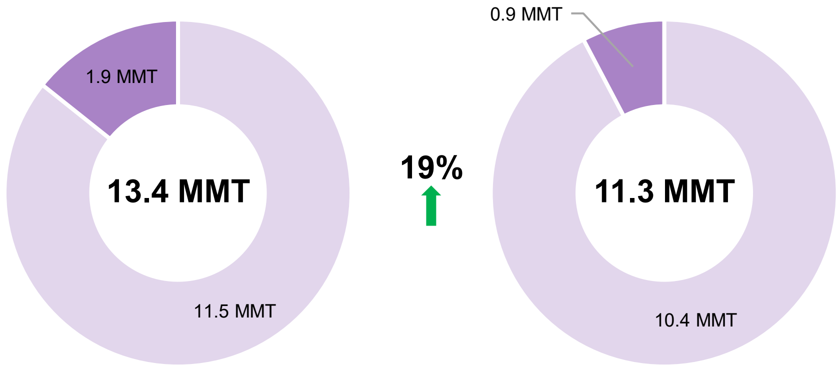
3 Dahej

Q4 FY26 | Q4 FY25



4 Dhamra

Q4 FY26 | Q4 FY25

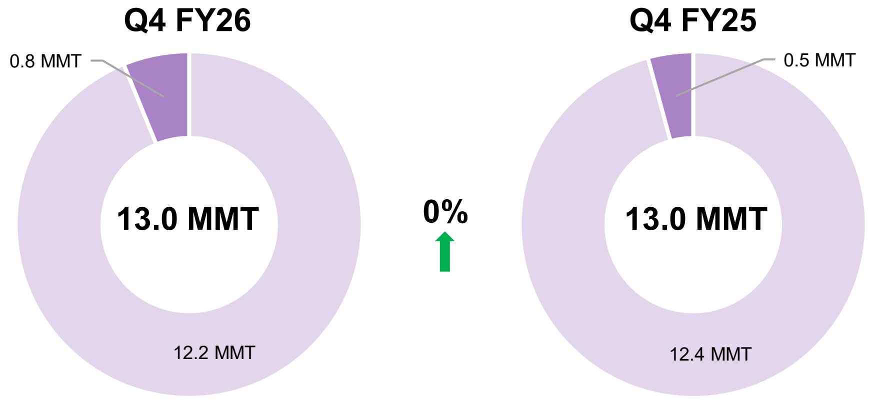


Container | Liquid (with Crude) | Dry cargo

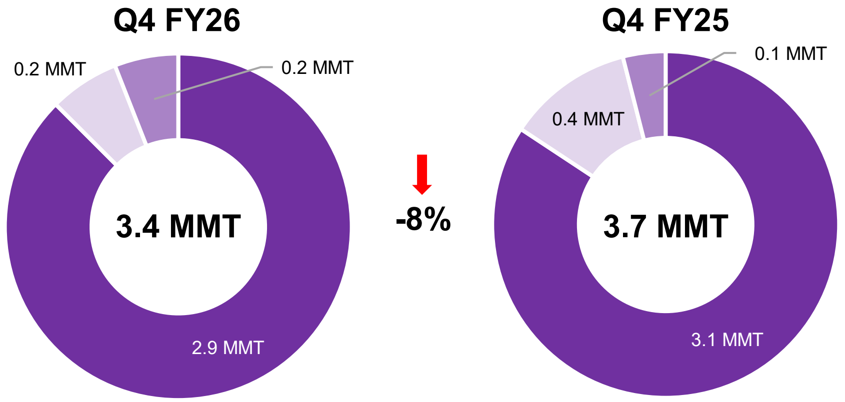
*Numbers rounded off to the nearest integer. **% figures above are based on values including decimals. Refer MS-Excel annexure appended in last slide of the presentation for granular volume details**; MMT – Million Metric Tonne;*
1. Dry cargo number for Mundra port includes RoRo volume

Port volume – Q4 FY26 (2/3)

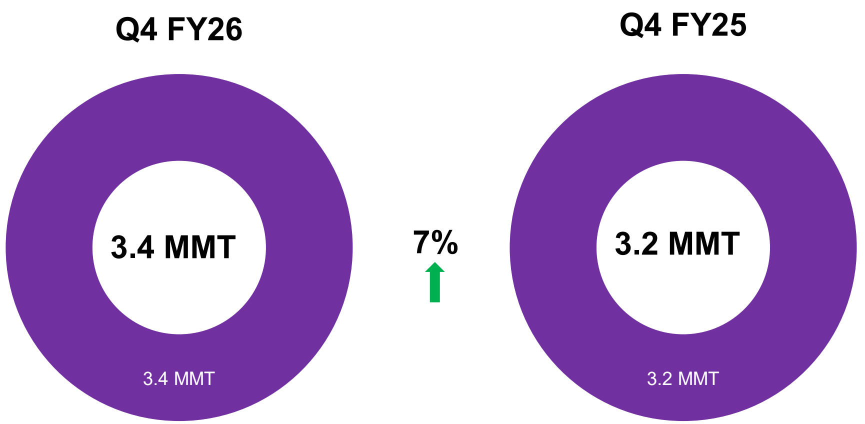
5 Krishnapatnam



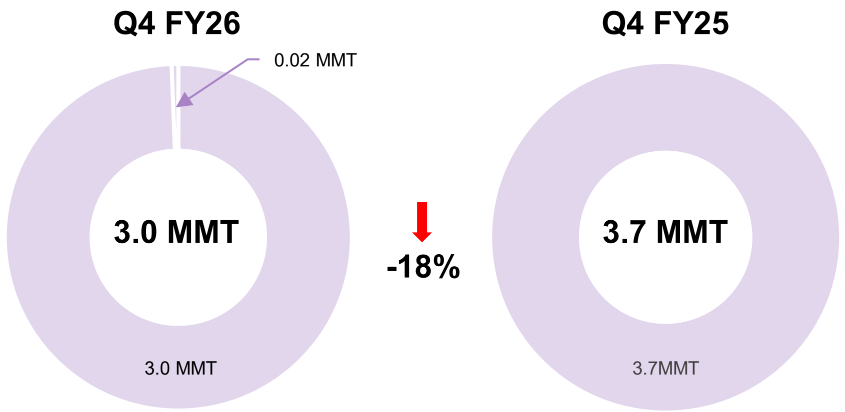
6 Kattupalli



7 Ennore



8 Karaikal

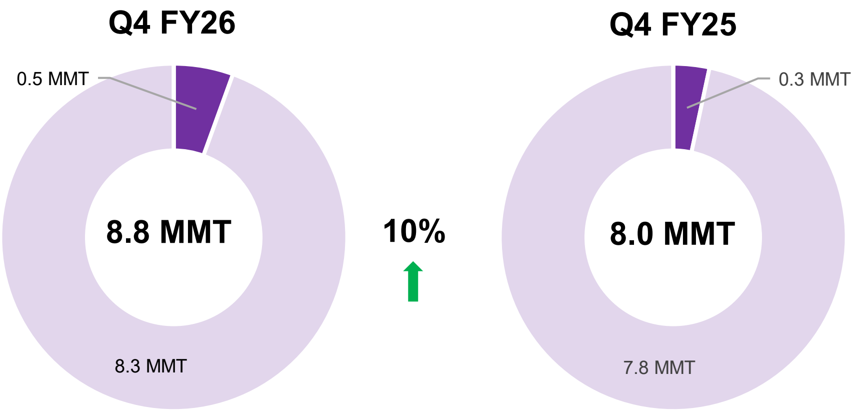


Container | Liquid (with Crude) | Dry cargo

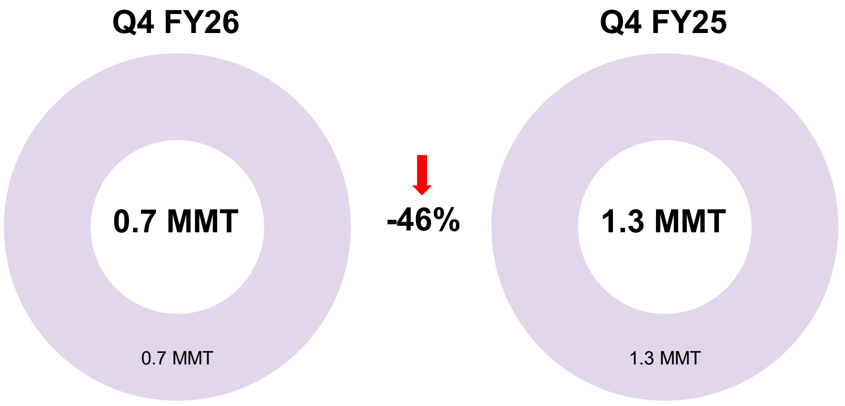
*Numbers rounded off to the nearest integer. **% figures above are based on values including decimals. Refer MS-Excel annexure appended in last slide of the presentation for granular volume details**; MMT – Million Metric Tonne*

Port volume – Q4 FY26 (3/3)

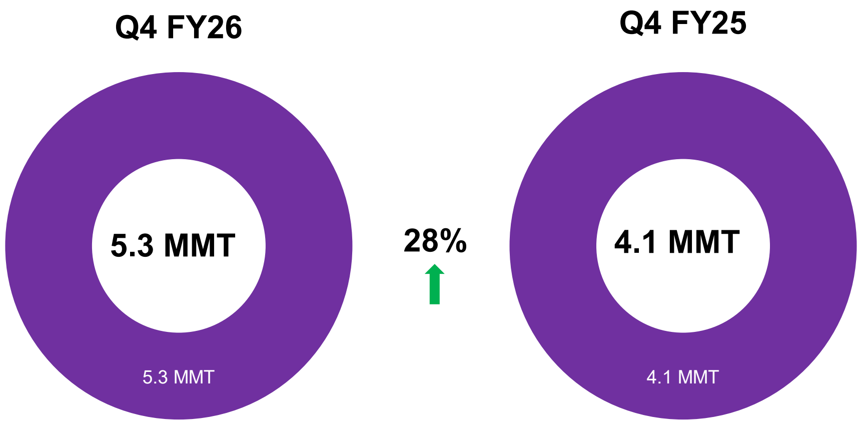
9 Gangavaram



10 Gopalpur



11 Vizhinjam



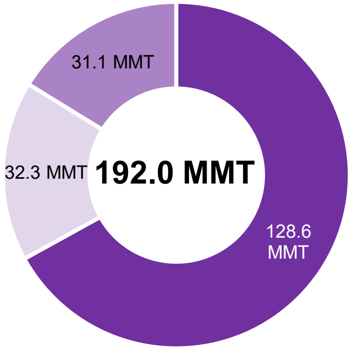
Container Liquid (with Crude) Dry cargo

Numbers rounded off to the nearest integer. ***% figures above are based on values including decimals. Refer MS-Excel annexure appended in last slide of the presentation for granular volume details****; MMT – Million Metric Tonne*

Port volume – FY26 (1/3)

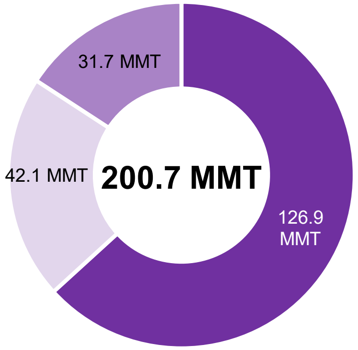
1 Mundra[1]

FY26



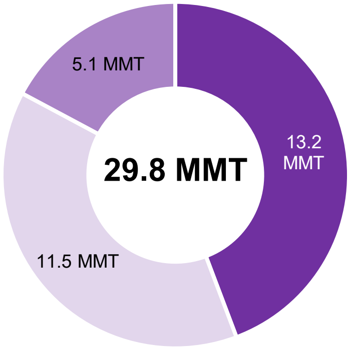
-4%

FY25



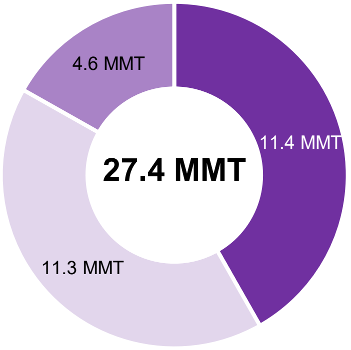
2 Hazira

FY26



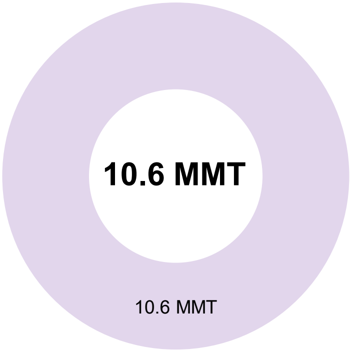
9%

FY25



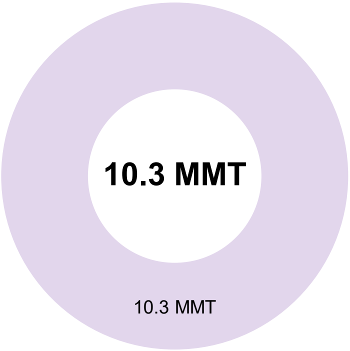
3 Dahej

FY26



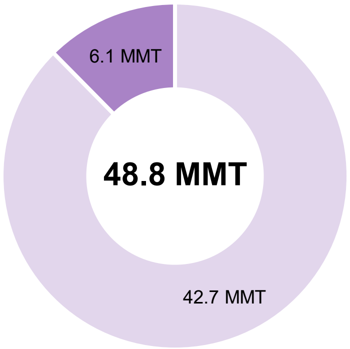
3%

FY25



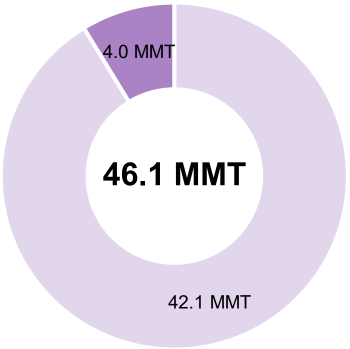
4 Dhamra

FY26



6%

FY25



Container | Liquid (with Crude) | Dry cargo

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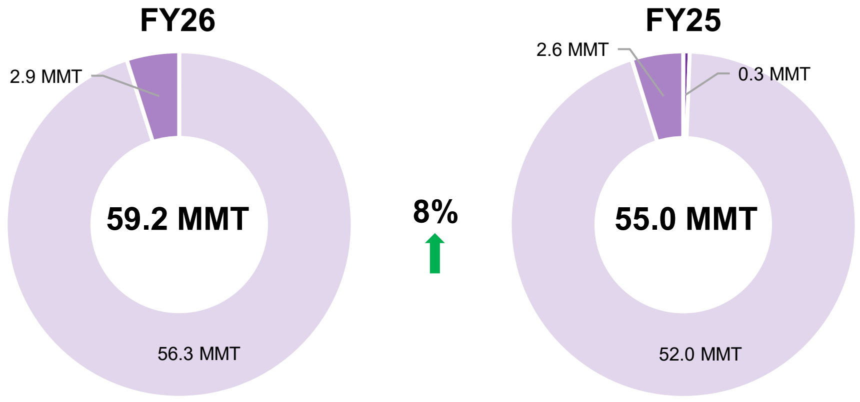
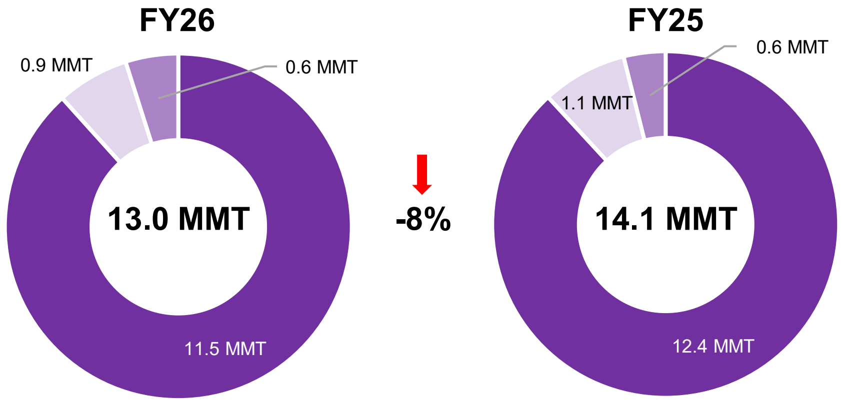
1. Dry cargo number for Mundra port includes RoRo volume

Port volume – FY26 (2/3)

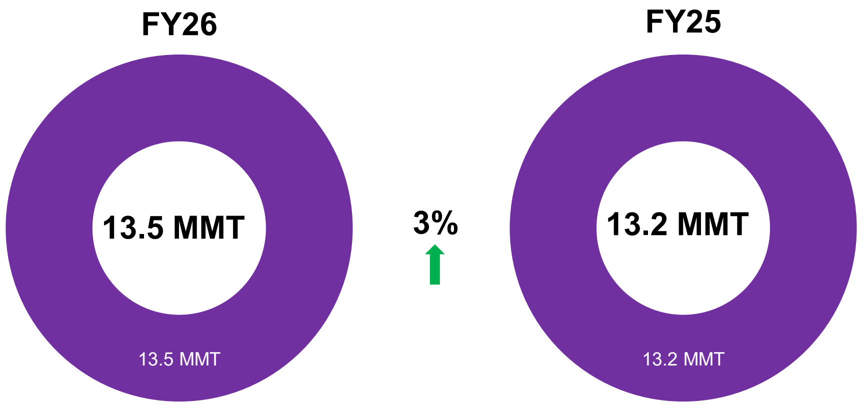
5 Krishnapatnam



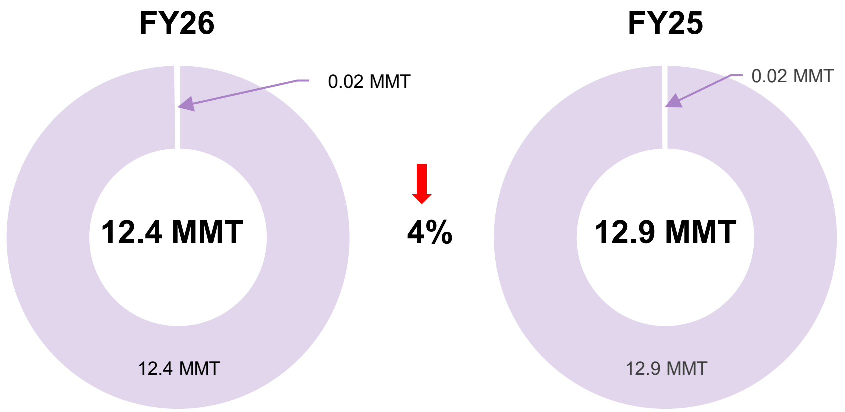
6 Kattupalli



7 Ennore



8 Karaikal



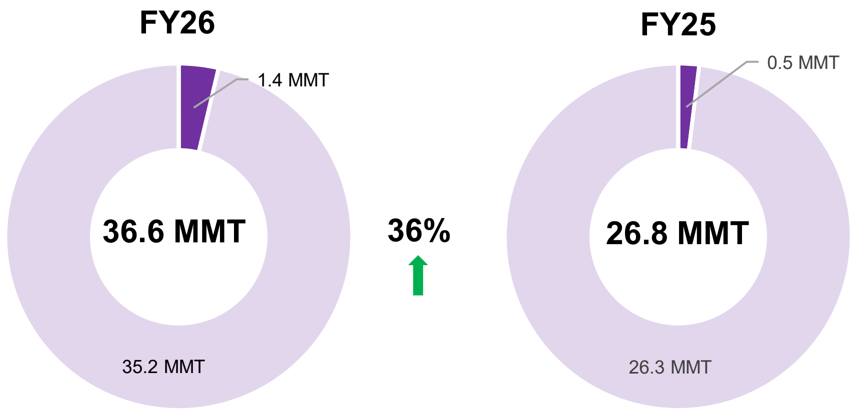
Container Liquid (with Crude) Dry cargo

*Numbers rounded off to the nearest integer. **% figures above are based on values including decimals. Refer MS-Excel annexure appended in last slide of the presentation for granular volume details**; MMT – Million Metric Tonne*

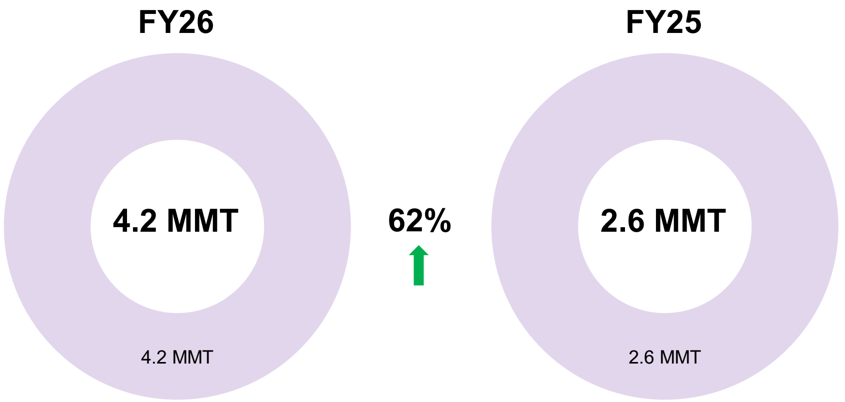
Port volume – FY26 (3/3)

adani
Ports and Logistics

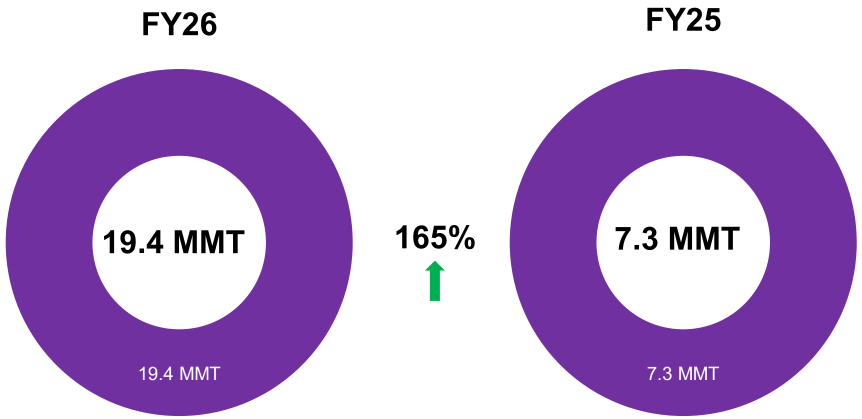
9 Gangavaram



10 Gopalpur



11 Vizhinjam*



Container Liquid (with Crude) Dry cargo

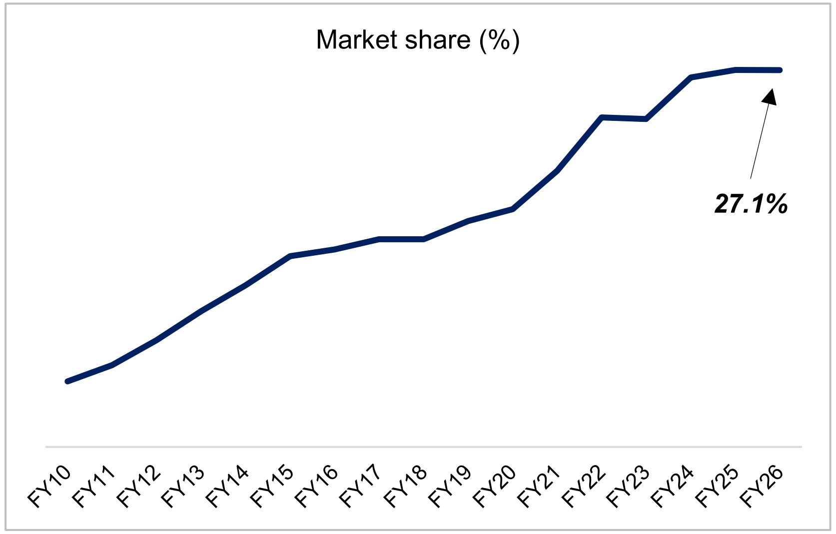
** Vizhinjam port began commercial operations in December 2024*

Numbers rounded off to the nearest integer. ***% figures above are based on values including decimals. Refer MS-Excel annexure appended in last slide of the presentation for granular volume details****; MMT – Million Metric Tonne*

APSEZ has delivered consistent growth in the past; guides for significant growth going forward

adani Ports and Logistics

Consistent ports market share growth is led by rising container market share



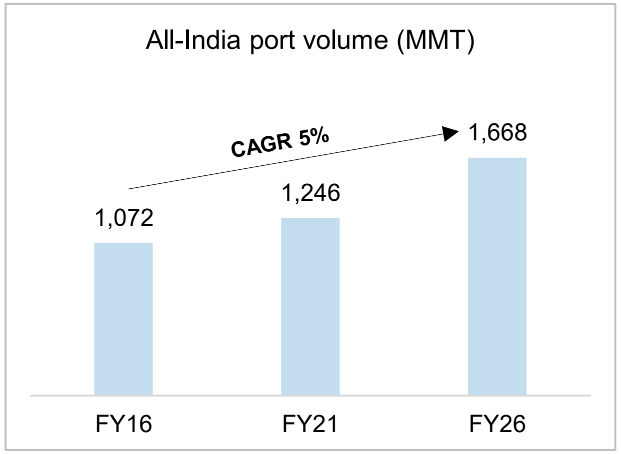
45.5%

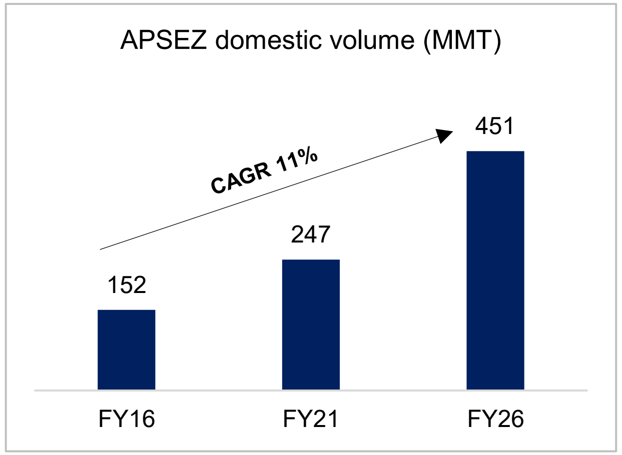
FY26 APSEZ container market share

36%

FY20 APSEZ container market share

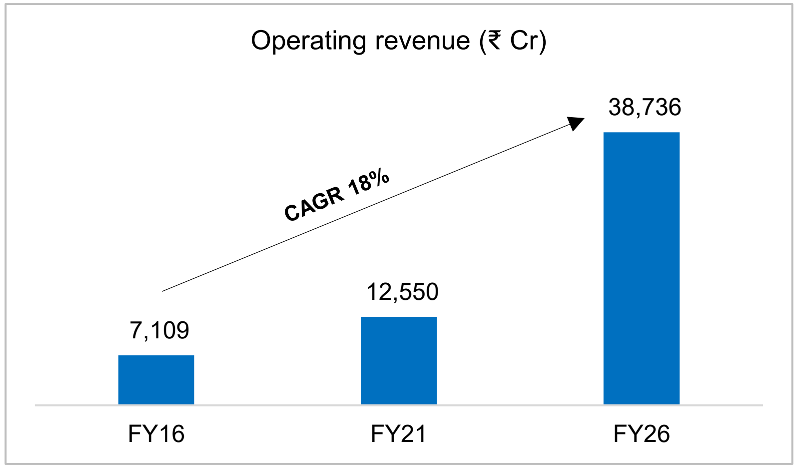
In the last decade, APSEZ domestic port volume growth was ~2x industry growth

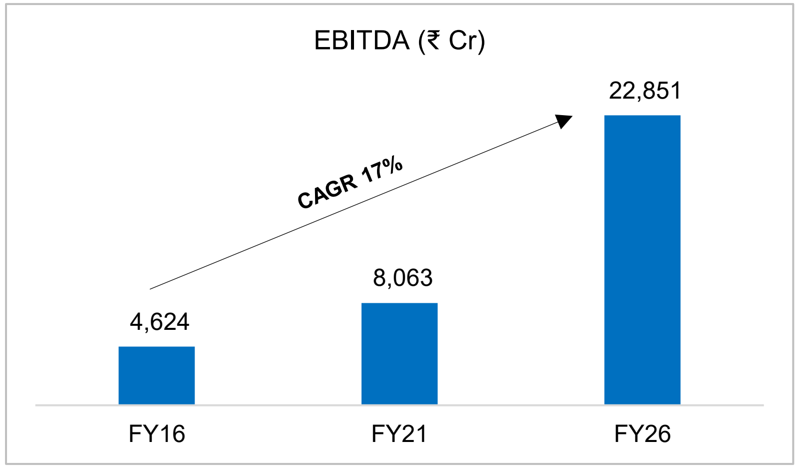


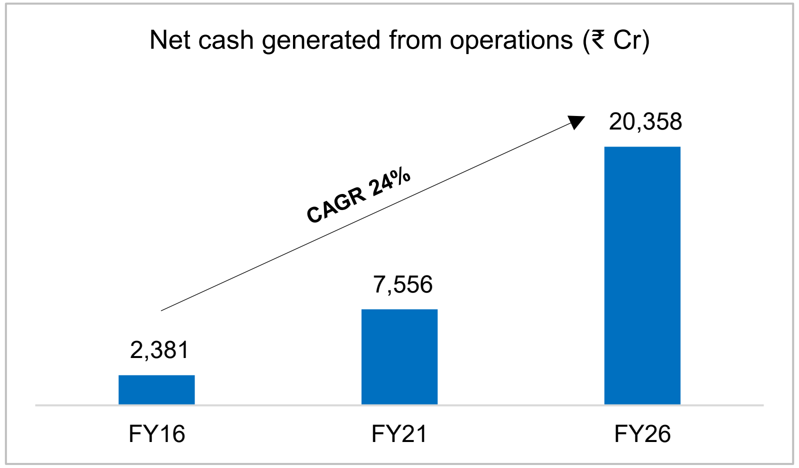


APSEZ targets 850 MMT domestic cargo volume by 2030

APSEZ performance projections - driven by market share expansion and prudent capital allocation







1. *Capex does not include inorganic expansion*

MMT – Million Metric Tonne | CAGR – Compound Annual Growth Rate

3

FY27 guidance

FY27 guidance

Revenue	**₹43,000-45,000 Cr**	11%-16% growth guidance
EBITDA	**₹25,000-26,000 Cr**	9%-14% growth guidance
Capex	**₹12,000-14,000 Cr**	
Net debt to EBITDA	**Policy up to 2.5x**	Consistent with guidance issued in previous periods

EBITDA – Earnings Before Interest, Tax, Depreciation & Amortization | MMT – Million Metric Tonne | Capex – Capital Expenditure

Capex snapshot

FY26 capex guidance: ₹11,000-12,000 Cr **FY26 actual capex spend: ₹15,320 Cr**		**FY27 capex guidance: ₹12,000-14,000 Cr**
• Vizhinjam Phase 2, Mundra VLCC jetty, Mundra container terminal (CT5), CWIT Phase 2, modernization & expansion in Dhamra, Haldia bulk terminal, Ennore Phase 2, Kattupalli expansion	**Ports**	• Ongoing expansion work at Vizhinjam, Mundra, CWIT Colombo, Dhamra, Ennore, Kattupalli
• Agri-silo capacity expansion	**Logistics**	• Agri-silo and warehouse capacity expansion • Trucking fleet
• Fleet addition across Ocean Sparkle, TAHID and Astro Offshore	**Marine**	• Ongoing additions to marine fleet
• Automation & tech upgrades • Renewable energy infrastructure	**Others**	• Battery-operated Internal Transfer Vehicles (ITVs), charging infrastructure • Automation & tech upgrades

4

Financial snapshot

Profit & Loss snapshot

Particulars	Unit	FY22	FY23	FY24	FY25	FY26
Revenue from Operations	₹ Cr	17,119	20,852	26,711	31,079	38,736
Total Income	**₹ Cr**	**17,119**	**20,852**	**26,711**	**31,079**	**38,736**
Operating Expenses	₹ Cr	4,865	5,655	7,116	8,070	11,234
Employee Benefit Expenses	₹ Cr	779	1,178	1,896	2,009	2,354
Other Expenses	₹ Cr	1,078	1,186	1,834	1,976	2,296
Total Operating Expenses	**₹ Cr**	**6,722**	**8,018**	**10,847**	**12,054**	**15,884**
EBITDA	**₹ Cr**	**10,397**	**12,833**	**15,864**	**19,025**	**22,851**
EBITDA Margin%	*%*	*61%*	*62%*	*59%*	*61%*	*59%*
Depreciation and Amortization	₹ Cr	3,099	3,425	3,888	4,379	5,517
Interest and Bank Charges	₹ Cr	2,560	2,594	2,784	2,778	3,833
Derivative (Gain) (net)	₹ Cr	(16)	(231)	(51)	(246)	812
Foreign Exchange Loss (net)	₹ Cr	872	1,886	113	281	9
Exceptional items	₹ Cr	405	1,273	374	249	208
Sub-total	**₹ Cr**	**6,920**	**8,947**	**7,108**	**7,441**	**10,379**
Other Income	₹ Cr	2,224	1,553	1,499	1,304	2,119
Share of profit / (loss) from JV and associates (net)	₹ Cr	17	48	(162)	142	258
Profit Before Tax	**₹ Cr**	**5,717**	**5,487**	**10,094**	**13,030**	**14,849**
Current Tax	₹ Cr	888	978	1,135	2,222	2,313
Deferred Tax Charge/ (Credit)	₹ Cr	(124)	(882)	400	(254)	(247)
Write off of past MAT credit on election of new tax regime (net)				455		
Profit After Tax (PAT)	**₹ Cr**	**4,953**	**5,391**	**8,104**	**11,061**	**12,782**
Earnings Per Share	*₹ / Share*	22.62	24.58	37.55	51.35	58.23

FY26 Insights

₹38,736 Cr
Revenue from Operations
25% YoY

₹22,851 Cr
EBITDA
20% YoY

59%
EBITDA margin

₹12,782 Cr
Profit After Tax
16% YoY

Numbers restated wherever applicable

Balance sheet snapshot

Particulars	Unit	FY22	FY23	FY24	FY25	FY26
Assets						
Gross Fixed Assets (Excl. CWIP)	₹ Cr	74,076	86,930	93,006	1,11,163	1,58,850
[-] Accumulated Depreciation	₹ Cr	(11,523)	(14,707)	(17,858)	(21,433)	27,181
Net Fixed Assets (Excl. CWIP)	₹ Cr	62,553	72,224	75,148	89,730	1,31,669
CWIP	₹ Cr	4,023	6,637	10,936	11,592	12,672
Cash and Cash Equivalents	₹ Cr	13,787	9,748	9,817	8,991	12,193
Other Assets	₹ Cr	19,323	26,155	23,017	25,018	28,780
Total Assets	₹ Cr	**99,686**	**1,14,763**	**1,18,918**	**1,35,332**	**1,85,315**
Liabilities						
Equity						
Equity Share Capital	₹ Cr	422	432	432	432	461
Other Equity	₹ Cr	41,566	45,124	52,513	62,003	95,665
Non-Controlling Interest	₹ Cr	393	1,361	1,598	2,538	2,856
Total Equity	₹ Cr	**42,381**	**46,917**	**54,543**	**64,973**	**98,981**
Liabilities						
Long Term Borrowings	₹ Cr	40,378	48,541	45,351	44,798	54,563
Short Term Borrowings	₹ Cr	5,075	1,279	928	1,012	540
Other Liabilities	₹ Cr	11,852	18,027	18,096	24,549	31,230
Total Liabilities	₹ Cr	**57,305**	**67,846**	**64,375**	**70,359**	**86,333**
Total Equity and Liabilities	₹ Cr	**99,686**	**1,14,763**	**1,18,918**	**1,35,332**	**1,85,315**
Return on Capital Employed (RoCE)	%	11%	12%	13%	15%	**16%**

FY26 Insights

₹1,44,342 Cr
Fixed assets base incl. CWIP

₹12,193 Cr
Cash and cash equivalents

₹96,125 Cr
Net worth
without Non-controlling interest

₹55,103 Cr
Gross debt

16%
Return on capital employed

Numbers restated wherever applicable, FY26 RoCE excludes NQXT since consolidation was effective starting Q4

Downloads

Please open this file in PDF reader and click on the following icon to open the linked Excel file

Above file includes the following information:

- ✓ **Port wise cargo volume break up for Q4 & FY26**
- ✓ **Ports, marine and logistics verticals financial performance Q4 & FY26**

Click here for the latest investor deck **"APSEZ Investor Presentation Ambition 2031"**

Click here for **Q3 & 9M FY26 Earnings presentation** (3rd February 2026)

Click here for **Q2 & H1 FY26 Earnings presentation** (4th November 2025)

Click here for **Q1 FY26 Earnings presentation** (5th August 2025)

5

Group profile

Adani Portfolio: A World Class Infrastructure & Utility Portfolio

adani

Flagship — Incubator

(74.67%) **AEL**

Infrastructure & Utility Core Portfolio

Energy & Utility

(62.43%) **AGEL** Renewables

(74.96%) **APL** IPP

(72.73%) **AESL** T&D

(37.40%) **ATGL**[1] Gas Discom

Transport & Logistics

(68.02%) **APSEZ** Ports & Logistics

Primary Industry — Materials, Metal & Mining

(67.64%)[2] **Ambuja Cements**[3]

(50.05%) **ACC**[3]

(72.66%) **Orient**[3]

Other — Specialty

AEL subsidiaries

(100%) **ANIL** New Industries

(50.00%) **AdaniConneX**[4] Data Centre

(100%) **AAHL** Airports

(100%) **ARTL** Roads

(100%) Copper, Aluminum

(100%) PVC

(100%) Mining Services & Com. Mining

(69.02%) **NDTV**

(100%) GCC

(100%) Specialist Manufacturing[5]

(%): Adani Family equity stake in Adani Portfolio companies (%): AEL equity stake in its subsidiaries (%): Ambuja equity stake in its subsidiaries | Listed cos | Direct Consumer

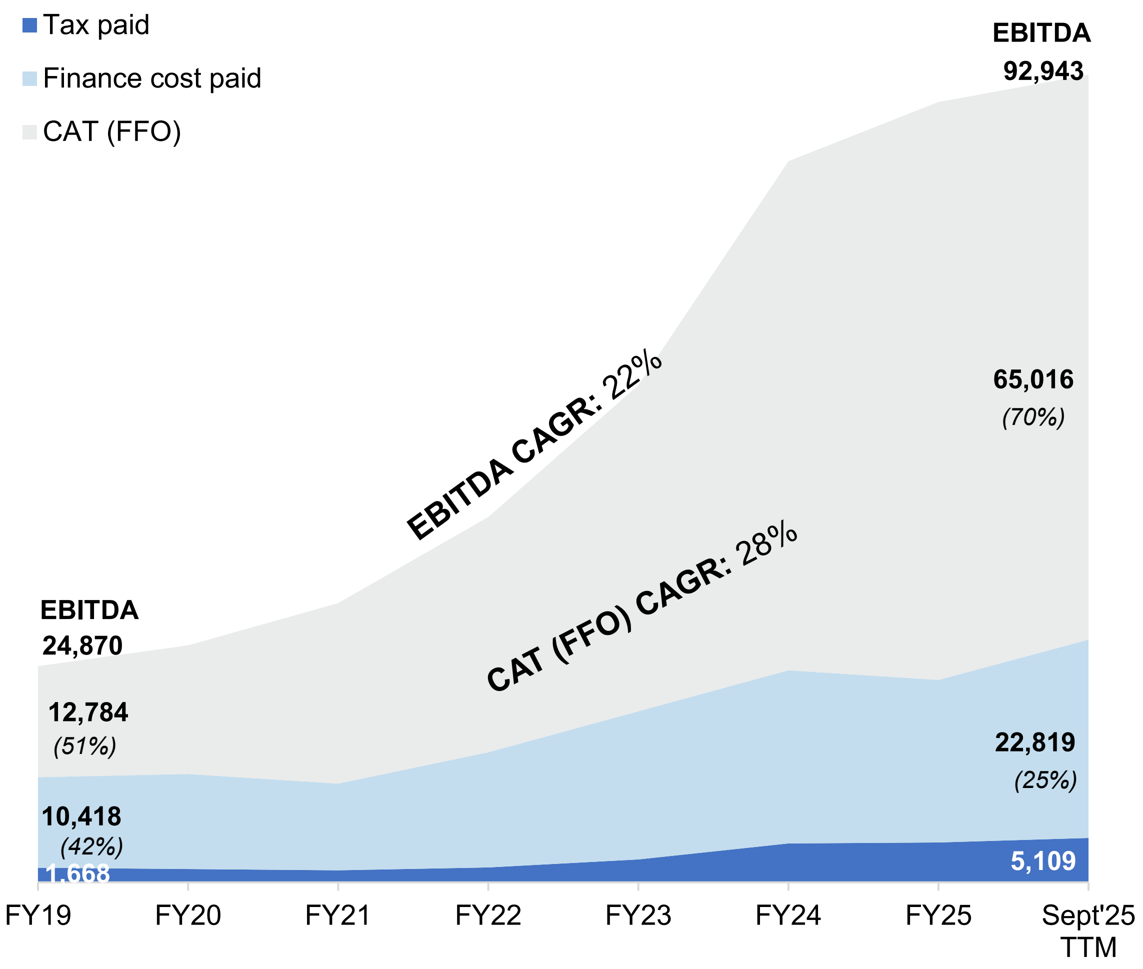
A multi-decade story of high growth centered around infrastructure & utility core

1. ATGL: Adani Total Gas Ltd, JV with Total Energies | 2. Ambuja Cement's shareholding does not include Global Depository Receipt of 0.04% but includes AEL shareholding of 0.35% received as part of the consideration against transfer of Adani Cementation Limited as per NCLT order dated 18th July'25 | 3. Cement includes 67.64% (67.68% on Voting Rights basis) stake in Ambuja Cements Ltd. as on 31st March'26 which in turn owns 50.05% in ACC Limited. Adani directly owns 6.64% stake in ACC Limited & Ambuja Cements Ltd. holds 72.66% stake in Orient Cement Ltd. With the effect from 12th March'26, Sanghi Industries Ltd. has been merged into Ambuja Cements Ltd. as per NCTL order dated 9th February'26. On 10th April'26, Ambuja issued 1,29,93,708 equity shares to the eligible shareholders of Sanghi. Accordingly, Promoters Shareholdings in Ambuja stands revised to 67.29% (67.33% on voting rights basis) w.e.f. 10th April'26 | 4. Data center, JV with EdgeConnex | 5. Includes the manufacturing of Defense and Aerospace Equipment | AEL: Adani Enterprises Limited | APSEZ: Adani Ports and Special Economic Zone Limited | AESL: Adani Energy Solutions Limited | T&D: Transmission & Distribution | APL: Adani Power Limited | AGEL: Adani Green Energy Limited | AAHL: Adani Airport Holdings Limited | ARTL: Adani Roads Transport Limited | ANIL: Adani New Industries Limited | IPP: Independent Power Producer | NDTV: New Delhi Television Ltd | PVC: Polyvinyl Chloride | GCC: Global Capability Centre I Promoter's holdings are as on 31st March, 2026.

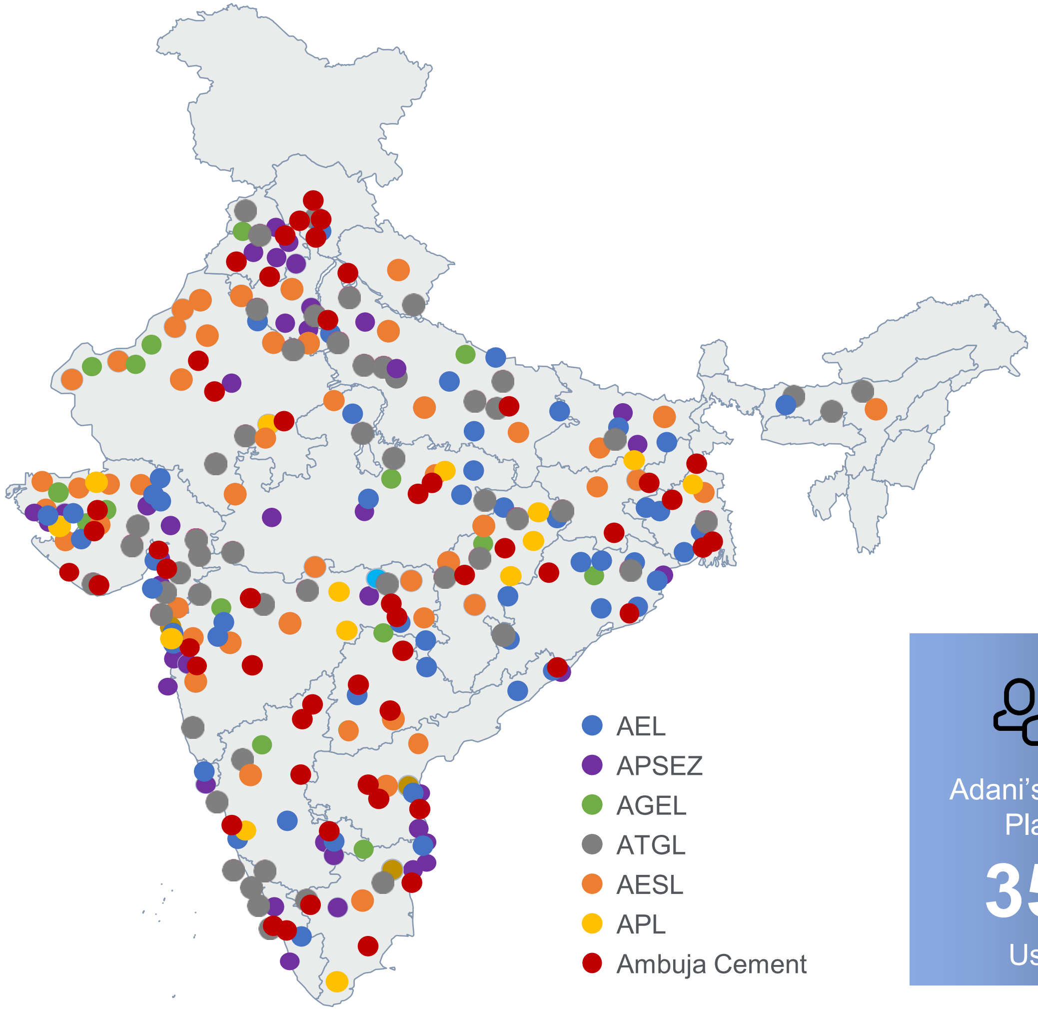
Adani Portfolio: Best-in class growth with national footprint

All figures in INR cr

Predictable, high and rising free cash flow



National footprint with deep coverage



Adani's Core Infra. Platform –

350 Mn

Userbase

EBITDA: Earning before Interest Tax Depreciation & Amortization I EBITDA: PAT + Share of profit from JV + Tax + Deferred Tax + Depreciation + Finance Cost + Forex Loss / (Gain) + Exceptional Items | FFO: Fund Flow from Operations I FFO : EBITDA – Actual Finance cost paid (excl. Capitalized Interest, incl. Int. on Lease Liabilities)– Tax Paid I AEL: Adani Enterprises Limited I APSEZ: Adani Ports and Special Economic Zone Limited I AGEL: Adani Green Energy Limited | ATGL: Adani Total Gas Limited I AESL: Adani Energy Solutions Limited I APL: Adani Power Limited

Adani Portfolio: Repeatable, robust & proven transformative model of investment

adani

	DEVELOPMENT[1]			OPERATIONS	CONSUMERS
	Adani Infra (India) Limited | Cemindia Projects Ltd. | PSP Projects Ltd.			Operations (AIMSL)[2]	New C.E.O. Consumer | Employees I Other Stakeholders
ACTIVITY	**Origination** • Analysis & market intelligence • Viability analysis	**Site Development** • Site acquisition • Concessions & regulatory agreements	**Construction** • Engineering & design • Sourcing & quality • Project Management Consultancy (PMC)	**Operation** • **Life cycle O&M planning** • Asset Management plan	**Inspired Purpose & Value Creation** • Delivering exceptional products & services for elevated engagement • Differentiated and many P&Ls
PERFORMANCE	 **India's Largest Commercial Port** (at Mundra)	 **Longest Private HVDC Line in Asia** (Mundra - Mohindergarh)	 **World's largest Renewable Cluster** (at Khavda)	 **Energy Network Operation Center** (ENOC)	Adani's Core Infra. Platform – **350** Mn Userbase

CAPITAL MANAGEMENT

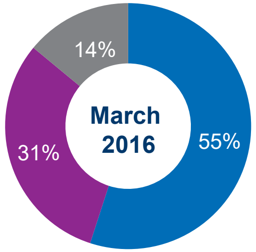
Strategic value Mapping

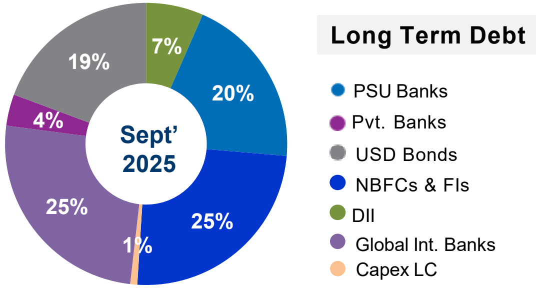
Investment Case Development

Growth Capital – Platform Infrastructure Financing Framework

Policy, Strategy & Risk Framework

Duration Risk Matching
Risk Management – Rate & Currency
Governance & Assurance
Diversified Source of Capital





ENABLER

Continued Focus & Investment

Human Capital Development
- Leadership Development Initiatives
- Investment in Human Capital

AI enabled Digital Transformation
- Power Utility Business - ENOC
- City Gas Distribution - SOUL
- Transportation Business - AOCC

Note : 1. Cemindia Projects Ltd. (formerly known as ITD Cementation India Ltd.): the total shareholding stands at 67.46%. PSP Projects Ltd.: the total shareholding stands at 34.41%.| 2. Adani Environmental Resource Management Services Ltd. (additional company is being proposed) | O&M: Operations & Maintenance I HVDC: High voltage direct current I PSU: Public Sector Undertaking (Public Banks in India) I GMTN: Global Medium-Term Notes I SLB: Sustainability Linked Bonds I AEML: Adani Electricity Mumbai Ltd. I AIMSL : Adani Infra Mgt Services Pvt Ltd I IG: Investment Grade I LC: Letter of Credit I DII: Domestic Institutional Investors I COP26: 2021 United Nations Climate Change Conference I AGEL: Adani Green Energy Ltd. I NBFC: Non-Banking Financial Company I AIIL: Adani Infra (India) Ltd. | AOCC : Airport Operations Control Center

Ports and Logistics

Growth with Goodness

Thank You

Disclaimer

No representation or warranty, express or implied, is made as to, and no reliance should be placed on, the fairness, accuracy, completeness or correctness of the information or opinions contained in this release. Certain statements made in this release may be "forward-looking statements" based on currently held beliefs and assumptions of the management of Adani Ports and Special Economic Zone Limited, which may involve known and unknown risks and uncertainties that may cause actual results to differ materially from projected results.

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Investor Relations

RAHUL AGARWAL

Head – ESG & Investor Relations

apsezl.ir@adani.com

+91 79 2555 8888