



REF:E2ERAIL:STATUT:LODR:2026

January 31, 2026

To,

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

Attn: Listing Compliance Dept.

Sub.: Investor Presentation

Ref: NSE – E2ERAIL / ISIN - INE1CEJ01017

Dear Sir / Madam,

Pursuant to Regulation 30 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 and in terms of other applicable laws, if any, please find enclosed herewith the Investor Presentation.

The same is also being made available on the Company's website at: www.etoerail.com

Kindly take the above information on record.

Thanking you,

Yours faithfully,

For E To E Transportation Infrastructure Limited

Srilakshmi Surendran
Company Secretary and Compliance Officer
Membership No. A26728

Encl. a/a

E TO E TRANSPORTATION INFRASTRUCTURE LIMITED

10th Floor, Sattva Galleria, Survey Nos. 19/2 and 20/1, Bellary Road, Byatarayanapura, Bangalore North, Karnataka - 560092, India. MSME – REG ID: UDYAM-KR-03-0046748 CIN- U45201KA2010PLC052810 +91 80 4931 1999  www.etoerail.com E-mail: marketing@etoerail.com



E To E Transportation Infrastructure Ltd.

Investor Presentation

Building India's Railway Safety, Automation
and Integrated Rail Systems Platform



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This presentation contains certain forward-looking statements, including statements relating to the Company’s business outlook, growth strategy, financial projections, capital expenditure plans, margins, return ratios, market opportunities and future performance. Such forward-looking statements are based on current expectations, assumptions and estimates of management and involve known and unknown risks, uncertainties and other factors that may cause actual results, performance or achievements to differ materially from those expressed or implied in such statements.

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Contents

1. Company Overview

2. Growth Drivers

3. Financial Performance



E To E Transportation Infrastructure – Business Snapshot

Technology backed Railway Systems Integrator + OEM, Delivering Complex, **Safety-critical Rail Solutions**

System Integrator and OEM

- **End-to-end** railway systems integrator with single point accountability
- Capabilities across **signaling, telecom, electrification and composite projects**
- NOVA: **In-house**, technology-driven OEM for safety-critical rail products, including **KAVACH** (co-developed with Tata Elxsi)

Asset-Light, Execution-Focused Model

- **Execution-focused** model with limited fixed assets
- **In-house** engineering, integration and project management
- **Scalable** model with improved capital efficiency

Proven Execution Track Record

- **15+ years** of execution across Indian Railways, Metros and private sidings
- **17+ projects** completed in the last 5 years
- Served marquee **public-sector and private rail infrastructure** clients
- Proven delivery of **safety-critical rail projects**

Strong Growth Visibility

- Order book of **~₹478 crore** across 50+ active projects
- **Multi-year revenue visibility** with defined execution timelines
- Increasing contribution from **higher-margin OEM (KAVACH)** and lifecycle revenues

Favourable Industry Tailwinds

- Strong policy focus on **rail safety and signalling modernization**
- **Large opportunity** from KAVACH rollout and automation
- **Continued investments** in metros, freight corridors and private sidings

Experienced Leadership & Governance

- **Experienced leadership** with deep rail domain expertise
- **Balanced** board with governance, execution and financial strength
- Backed by **reputed institutional and strategic investors**

Vision 2029: 3-year Revenue CAGR of 30%+ to Rs. 1,000+ crore and ~12%+ EBITDA Margin

Integrated Rail Systems Offerings Across...

Signalling And Telecommunications (S&T)

Full stack system integration using modern signalling technologies like:

- Automatic Train Protection system
- Electronic Interlocking (EI)
- Centralized Traffic Control (CTC)
- Communication-Based Train Control (CBTC)
- European Train Control System (ETCS) Level 2

Application:

Across mainline, metro, and freight corridors

Overhead Electrification (OHE)

25 kV AC OHE systems installation, along with 33 kV and 66 kV High Tension (HT) systems for power supply and distribution.

Private Sidings

Conducting technical and commercial feasibility assessments, preparing siding layout and route designs, procuring and installing track, signaling, and electrification systems for industries in sectors such as steel, cement, power, and ports.

Engineering Design And Research Center (EDRC)

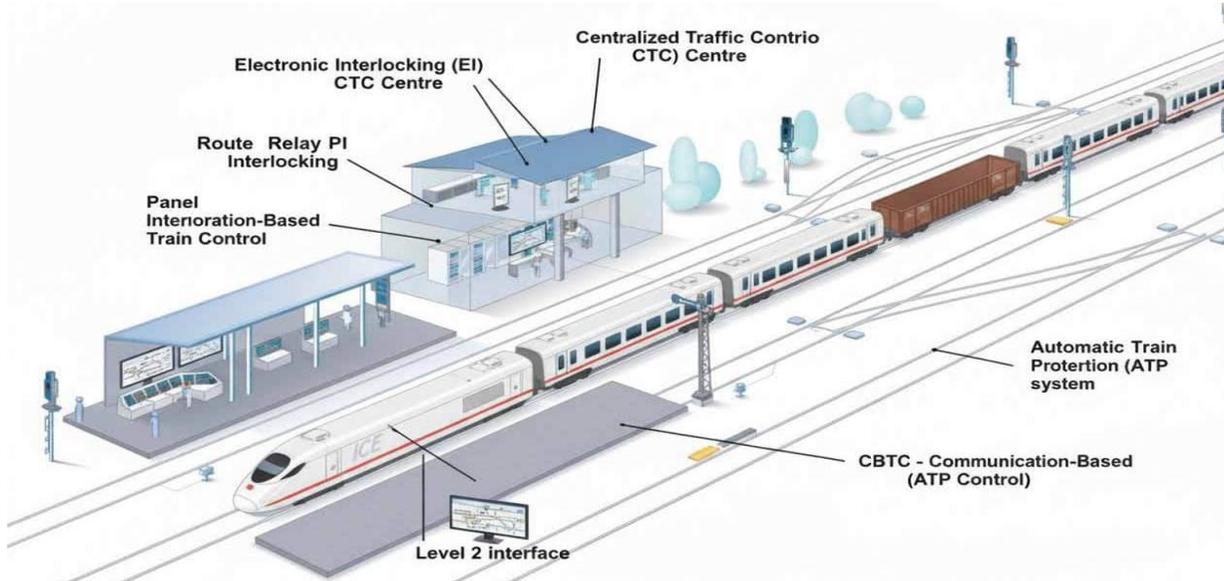
Focus on advancing technical capabilities and supporting project execution, The center is supported by advanced design and analysis tools for electrification modelling, and configuration tools for Electronic Interlocking (EI) systems.

Composite Projects

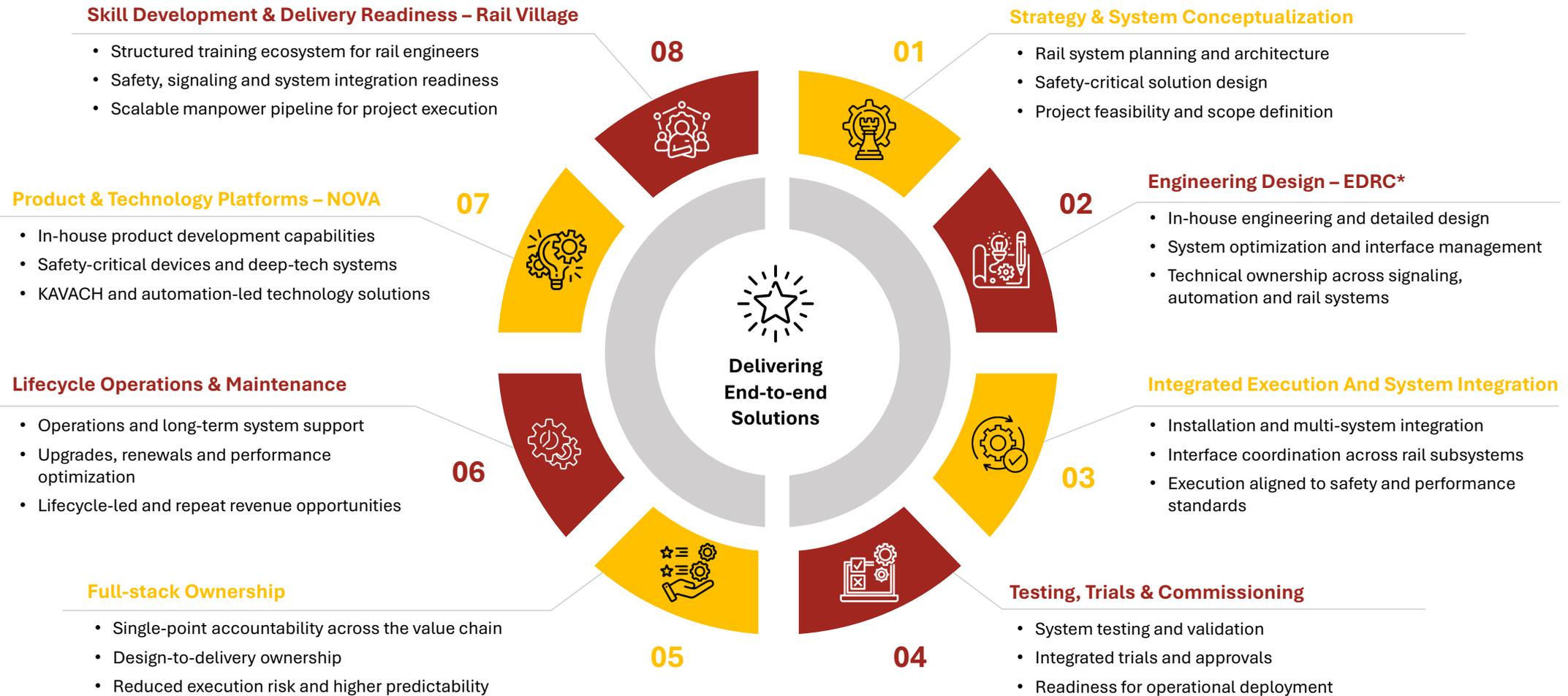
Coordinating interfaces between different technologies, aligning with client specifications, and ensuring compliance with railway standards.

Metro Projects

Design, integration and delivery of metro signaling, automation and platform screen door systems.



..The Value Chain – from Design & Technology to Execution & Maintenance



*Centre of Excellence

Business Verticals & Moats

BUSINESS VERTICALS

B2G

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

B2B

- Private Railway Sidings.
- 70+ highly experienced engineers
- Upgradation and Modernization
- Composite Projects and Maintenance.
- Scale-led model with ~12% gross margin
- Faster cash conversion (DSO ≤45 days) and lower working-capital intensity

BUSINESS MOATS

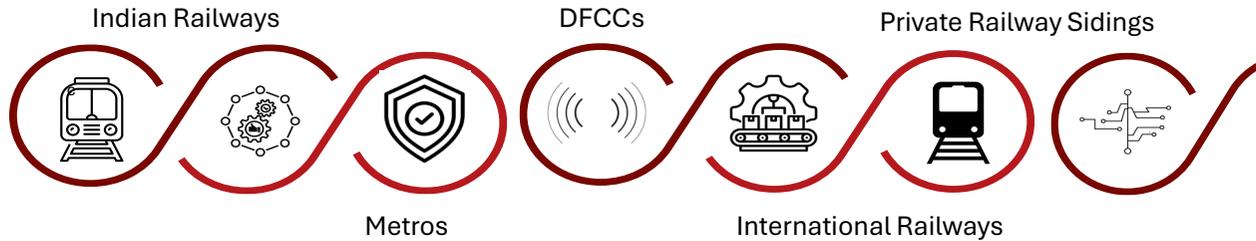
EDRC

- Engineering Design and Research Centre
- 45+ design experts

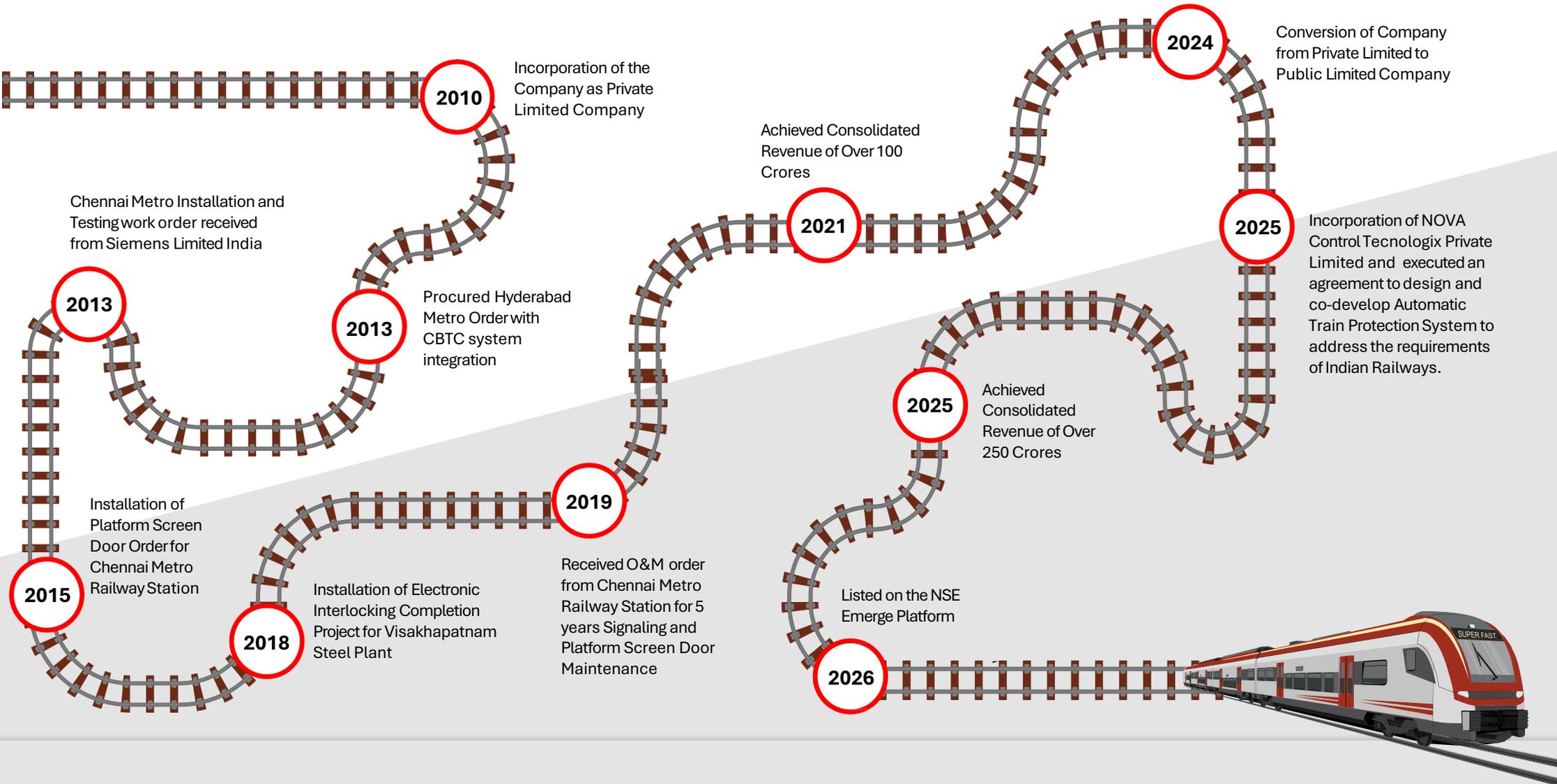
NOVA

- OEM + Deep tech product development of safety critical products.
- Automatic Train Protection System (KAVACH), as flag ship product. Platform Screen Doors etc.

MARKETS



15 Years of Growth Journey



Competitive Strengths



Core Capabilities That Drive Safe, Reliable Project Delivery



1 Deep expertise in safety-critical rail systems.



2 Strong in-house engineering and domain capability.



3 Undertaken diverse categories of projects with an asset light model



4 Ability to manage complex, multi-technology interfaces.



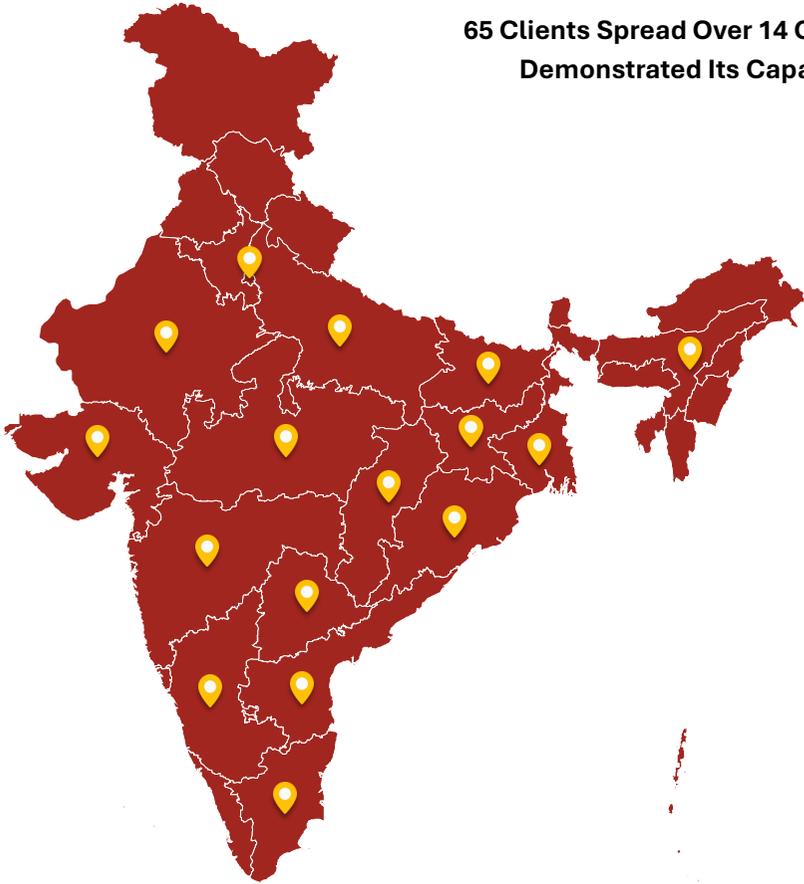
5 Proven execution across diverse rail environments.



6 Experienced Board and Key Managerial Personnel and skillfully trained workforce

Pan India Execution Footprint for Marquee Clientele

65 Clients Spread Over 14 Countries; From The Bustling Metropolises To The Remotest Regions, E2e Rail Has Consistently Demonstrated Its Capability To Execute Projects Of Varying Scales And Complexities With Unmatched Precision.



दिल्ली मेट्रो रेल कॉर्पोरेशन लिमिटेड
Delhi Metro Rail Corporation Limited



Demonstrated Track Record - Key Projects Executed



Successfully completed diverse projects including Railway Signaling And Telecommunication, Railway Electrification, Design, Construction For Railway Tracks, Operation And Maintenance Of The Railway And Urban Transit Projects



RITES (Rs. 370 Mn)

Signaling of 22 stations (P.I./E.I./R.R.I. Works) and other ancillary works in connection with LMG-BPB Railway Electrification



RITES (Rs. 323 Mn)

Singhpur Loya station, R&D yard & In-plant yard - New Signalling system New EI, New VDU based panel, Outdoor signaling, UFSBI



South Western Railway (Rs. 271 Mn)

Replacement of over aged Interlocking of 7 stations in Hosur -Salem Section with EI



Chennai Metro Rail (Rs. 3,029 Mn)

Providing Maintenance Services for Platform Screen Doors Systems at Stations and other related premises of CMRL-Corridor 1 & Corridor 2



Gujarat Pipav Pvt. Ltd. (Rs. 321 Mn)

Modification/ Augmentation of Pipavav Port Siding for Electrification at Gujarat Pipavav Port Ltd



Vizag Steel Plant (Rs. 81 Mn)

Supply & Erection of all items for "25KV AC overhead Electrification works of Railway Tracks for Railway controlled Yards in central Dispatch Yard



Vizag Steel Plant (Rs. 47 Mn)

Supply and Erection, Testing and Commissioning of all items for "25KV AC overhead Electrification & 30 Mtr. High Mast tower for Coal Tippler- 3 (CT-3) of COB-5 Project`



South Central Railway (Rs. 483 Mn)

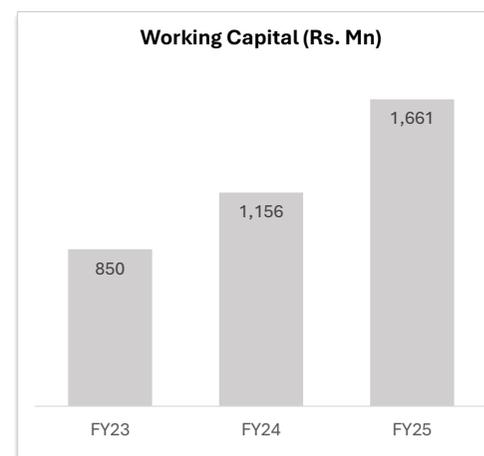
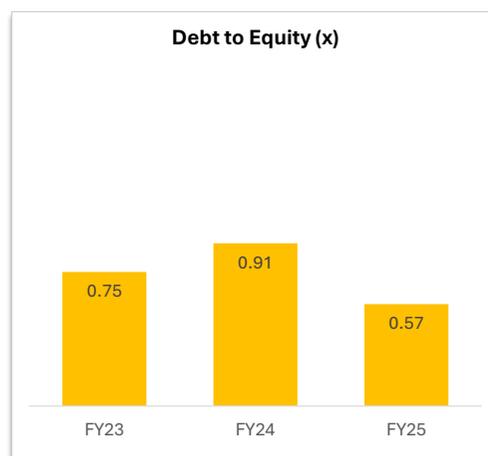
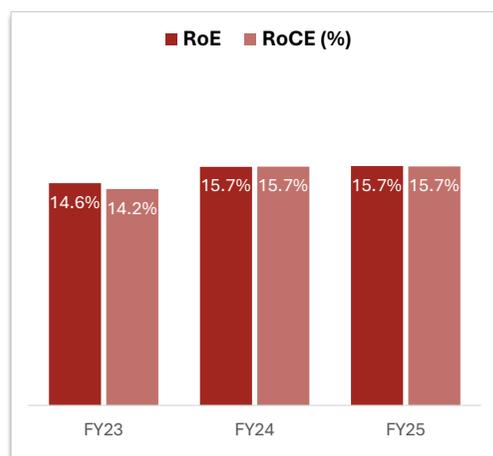
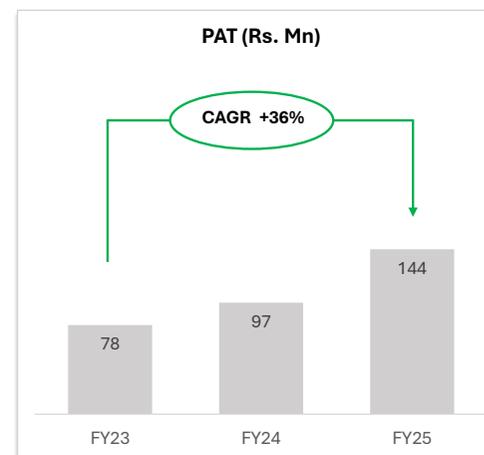
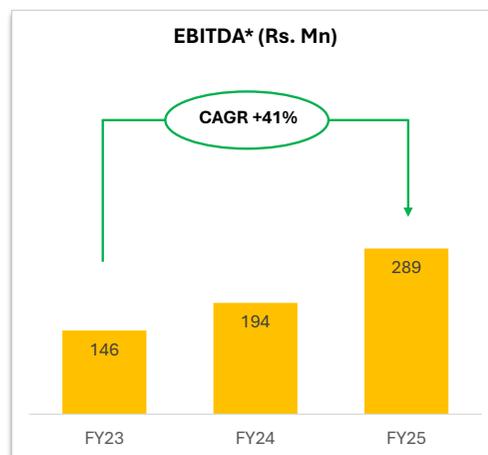
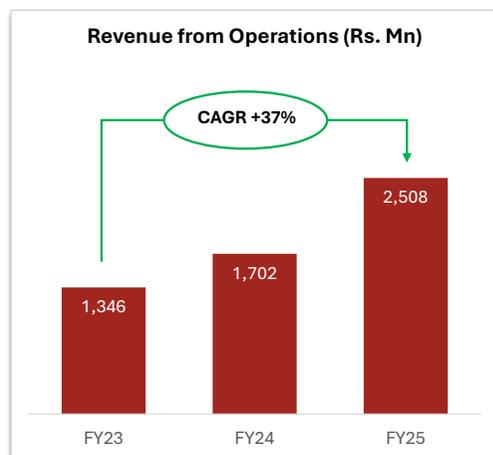
Provision for Auto Block Signalling system



Alstom (Rs. 118 Mn)

Platform screen door installation

Demonstrated Track Record - Financial Performance



Over FY23 – FY25, the Company has scaled revenues from ~₹135 crore to ~₹251 crore, while EBITDA increased from ~₹15 crore to ~₹29 crore and PAT from ~₹8 crore to ~₹14 crore, reflecting consistent growth, operating leverage and improved profitability

Return ratios have remained consistently healthy at ~15–16% over FY23–FY25, while leverage has moderated to a comfortable level and working capital has expanded in line with business growth, reflecting improving financial stability and capital discipline.

*EBITDA are calculated exclusive of other bank charges

Promoters and Board of Directors

CORPORATE PROMOTERS - PRIVATE EQUITY

Ventureast Etoe LLP (“VEL”):

Management: Mr. Vinay Rao and Mr. Sourajit Mukherjee

Backed by the partners of VenturEast, a pioneering investment firm with a multi-decade legacy in technology and infrastructure investing. With deep experience in identifying, nurturing and scaling high-quality businesses, VEL focuses on long-term partnerships with companies shaping India’s future growth.

Zephyr Mantra LLC (“ZML”):

Management: Mr. Mukul Gulati

Part of the global Zephyr Peacock private equity platform established in 2007, with assets under management across multiple markets, providing growth capital and strategic support to mid-market companies in infrastructure and allied sectors.

INDIVIDUAL PROMOTERS:



Mr. Vinay Rao

Chairman & Non-Executive Director

Experience: 16 Years

Educational Qualification: Bachelor of Technology Electrical & Electronics Engineering



Mr. Sourajit Mukherjee

Whole time Director and CEO

Experience: 15 Years in mobility

Educational Qualification: MBA & Bachelor of Technology in Electronics and Communication Engineering

OTHER DIRECTORS:

Mukul Gulati

Non-Executive Director

Experience: 30 years

Qualification: Master of Business Administration from Columbia University, New York

Anshul Gupta

Non-Executive Director

Experience: 37 years

Qualification: Master of Engineering from Indian Institute of Science, Bangalore

Vijay Khetan

Non-Executive Independent Director

Experience: 40 years

Qualification: Associate Company Secretary, Member of the Institute of Companies Secretaries of India

Himanshu Mody

Non-Executive Independent Director

Experience: 27 years

Qualification: Masters of Science in Finance from the University of Strathclyde, Glasgow

Ashwini Agarwal

Non-Executive Independent Director

Experience: 30+ years

Qualification: Post Graduate Diploma in Management from IIM, Bangalore

Manju Gupta

Non-Executive Independent Director

Experience: 37+ years

Qualification: Master in Business Management (Finance) from Indira Gandhi National Open University

Leadership and Management



Mr. Suresh Maddali
Chief Financial Officer

Experience: 22 Years

Qualification: Fellow Member of the Institute of Chartered Accountants of India



Mrs. Srilakshmi Surendran
Company Secretary and Compliance Officer

Experience: 14 Years

Qualification: Associate member of Institute of Company secretaries of India



Dr. Aman Jain
Chief Human Resource Officer

Experience: 15 Years

Qualification: Post Graduate Diploma in Business Administration



Mr. Anurag Chaudhary
Business Unit Head – B2G

Experience: 15+ Years

Qualification: Bachelor's Degree in Engineering



Mr. Krishna Chaitanya Charugundla
Vice President – Head, Corporate Finance

Experience: 13 Years

Qualification: Associate Members of Institute of Chartered Accountants of India



Mr. Amitava Tarafder
Business Unit Head – B2B

Experience: 23 Years

Qualification: Diploma in Mechanical Engineering



Key Growth Drivers



Robust Order Pipeline



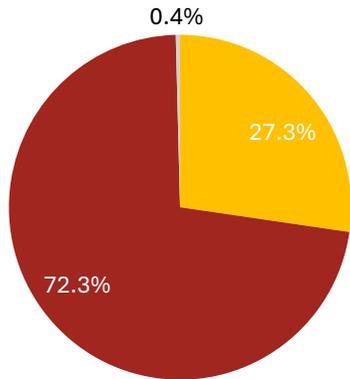
Current Order Book

(as on Jan 3rd 2026)

Rs. 478.33 Cr

~2x of FY25 Revenue

■ B2B ■ B2G ■ EDRC



Recent Order Wins of Rs 134.41 Cr

(Oct'25 - till Date)

Zone / Client	Project Type	Value (Rs. Cr)	Execution Period	Status
SWR – Mysuru	Automatic Signalling (JV)	72.76	30 months	Secured
SWR – Mysuru	Electronic Interlocking	11.56	12 months	Secured
SR – TVC	Signaling & Telecom (incl. AMC)	21.72	18 months	Secured
Central Railway	SIP Design	1.03	12 months	Secured
SECR - Durg	Signaling & Telecom	27.34	18 months	Secured
Total		134.41		

New Product – KAVACH 4.0 (Co-developed with Tata Elxsi)

Wholly-owned Subsidiary:

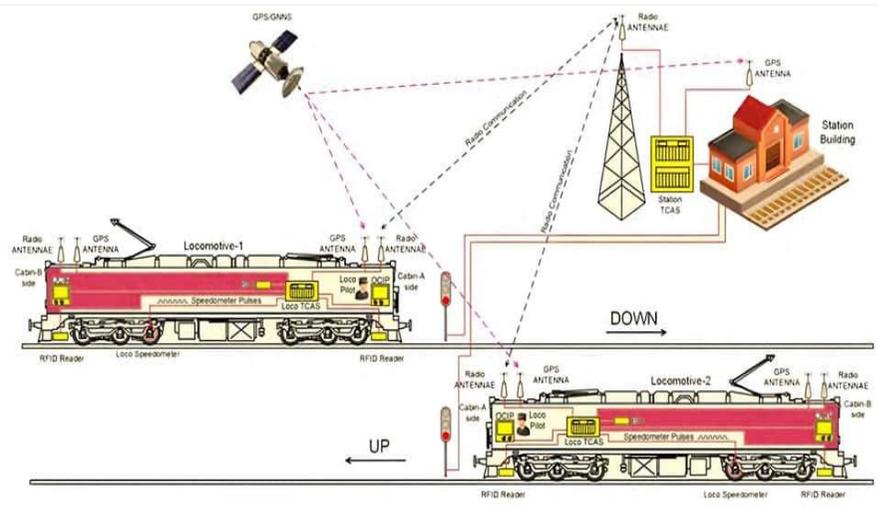
Nova Control Technologix Private Ltd.; Signed MoU with **Tata Elxsi** for co-development of **KAVACH 4.0**

Core Focus:

Design, development & manufacturing of railway signalling and telecom systems.

KAVACH 4.0 :

- Indigenous **SIL-4 certified Automatic Train Protection (ATP)** system.
- Prevents **Signal Passing at Danger (SPAD)**, collisions and over-speeding through **automatic braking**.
- Enables real-time train monitoring using **RFID, GPS and radio communication**.
- Integrated with **Electronic Interlocking** and modern signalling systems.



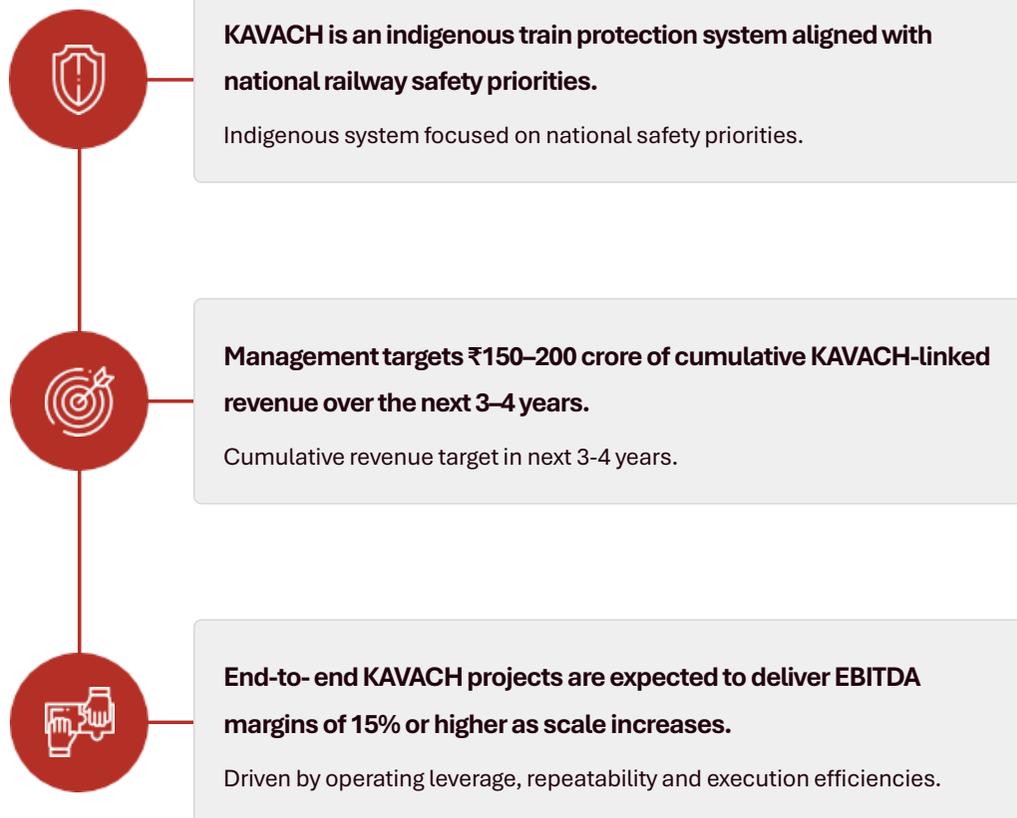
Inaugurated State-of-the-art Manufacturing Facility (October 2025)



Our Vision: Enable Long-term Growth Aligned with **Railway Modernization**, Getting **“Atmanirbhar”** and Contribute to the **Make in India** Initiatives.

KAVACH: Market Potential, Revenue and Margin Outlook

Company Outlook:



Market Outlook:

- Locomotive opportunity: ~25,000 locomotives across Indian Railways with an estimated cost of ~₹70 lakh per loco.
- **Trackside Deployment Opportunity:**
 - ✓ Phase 1: ~40,000 route km at ~₹50 lakh per km
 - ✓ Phase 2: ~30,000 route km at ~₹50 lakh per km
- **High-speed And Modern Rolling Stock:**
 - ✓ ~164 Vande Bharat trainsets with estimated KAVACH fitment of ~₹70 lakh per set.
 - ✓ Phase 2 coverage expected across 600+ EMU and passenger trainsets.
- **Ongoing Fleet Expansion:**
 - ✓ Approximately 200 new locomotives added annually, creating recurring KAVACH installation demand.
- **Overall Domestic Opportunity:**
 - ✓ Industry estimates indicate a ₹50,000 crore+ addressable market for train protection systems over the phased rollout period.
- **International Expansion Potential:**
 - ✓ Export opportunity across Southeast Asia (Malaysia, Vietnam, Thailand, Philippines), Africa and Eastern Europe, where cost-effective train protection systems are increasingly required.

*Revenue potential aligns with official tender pricing, averaging ₹40–50 crore per 100 Rkm depending on scope and configuration.

Business Strategies



1

Continue to expand geographical footprint within and beyond India

The company operates projects in over 15 Indian states and plans to expand further domestically and internationally, while diversifying across industries to enhance profitability.



2

Strengthening Project execution through research and development

Company is currently taking active steps towards rail engineering, design and research for which company have established Engineering Design and Research Center (EDRC).



3

Diversification through Product Design and Engineering:

The company offers end-to-end rail engineering solutions and, through Nova Control Tecnologix Pvt. Ltd., designs and co-develops Automatic Train Protection Systems for India and global markets.



4

Capitalize growing demand in Railway infrastructure sector:

Indian Railways is modernizing its signaling and safety systems, “Kavach”, Company is positioned to scale operations, expand service offerings, and enhance execution capabilities.

Unlocking the Next Phase of Growth

Transitioning From Project Execution To Platform-led, Scalable And Recurring Growth



Technology-led Railway Systems Integrator

- ✓ Signalling & Telecom
- ✓ Overhead Electrification
- ✓ Composite Rail Infrastructure Projects



Execution-focused Revenue Model

Design → Procurement → Installation → Testing → Commissioning



Clients

- ✓ Indian Railways, Metro & Private & Industrial Rail Sidings Projects

Current Model



EDRC

In-house engineering driving faster execution, cost optimization and margin improvement.



NOVA

Deep-tech OEM platform developing safety-critical products including KAVACH.



Rail Village

Structured skill development platform to build rail-ready engineers and technicians.



Full-Stack Project Ownership

End-to-end ownership covering design, system integration, execution and commissioning.



Lifecycle-Led Execution

Long-term value through operations, maintenance, upgrades and system lifecycle support.

Future Positioning

Industry Tailwinds: Quantified Railway Opportunities

Key investments, modernisation priorities and market size estimates



Indian Railways allocates approximately **₹2.6 lakh crore** annually towards network expansion, safety upgrades and capacity enhancement.



Modernisation of signalling and train protection systems is a major focus driven by safety imperatives and higher traffic density.



Automation, digital monitoring and centralised control systems are increasingly mandatory components of new and upgraded rail projects.



Automatic Signalling: estimated 15,000 route kilometres



KAVACH Rollout: planned coverage of **37,000+ route kilometres**



Signalling and Safety Market: **₹1.5–2.0 lakh crore** over 10 years



Metro and Urban Rail: **Investment of ₹40,000–₹60,000 crore** over 8–10 years

e2E RAIL

Addressable Market Opportunity

Key Rail Infrastructure Segments And Growth Dynamics



Signalling and Train Protection Systems for mainline railways.

Core safety and control systems for mainline networks.



Private sidings and industrial rail connectivity.

Rail links serving industrial and private facilities.



Platform Screen Doors and station automation for metro systems.

Station safety and automation solutions for metros.



Domestic B2B rail infrastructure is expected to grow at **10-12% CAGR**, per market reports on signaling and safety modernization.



Integrated and composite rail infrastructure projects.

Large-scale projects combining multiple disciplines.



Select international markets offer higher project profitability due to technology-heavy scopes and lifecycle-oriented contracts.

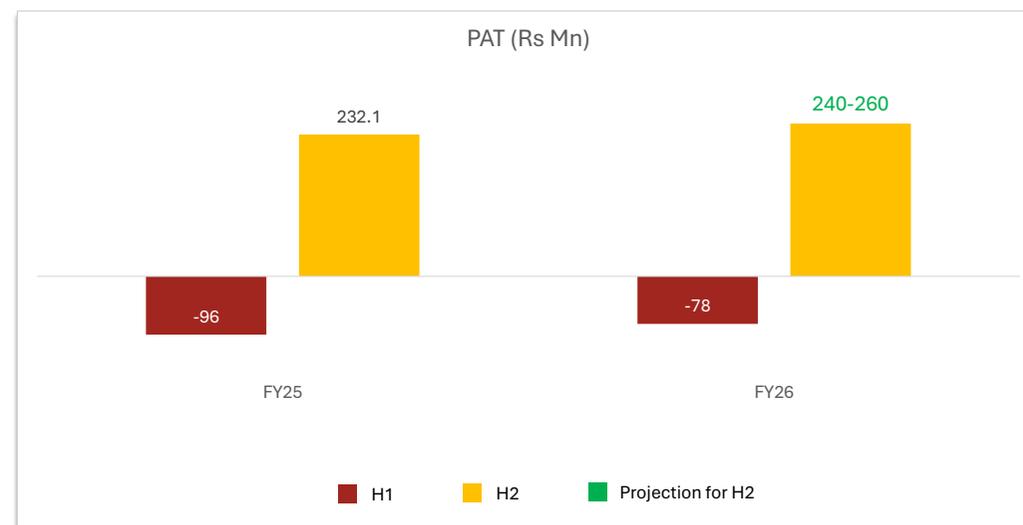
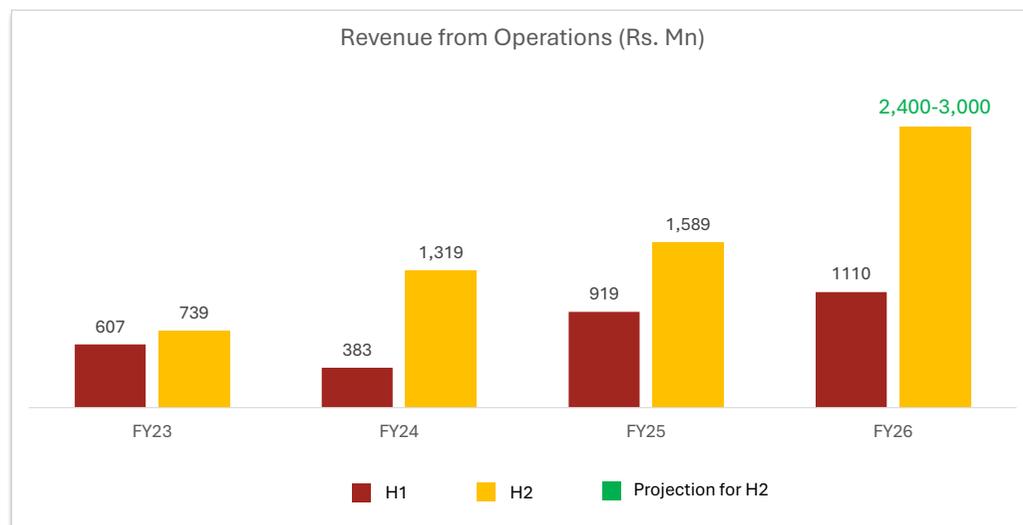
International projects can yield better margins and lifecycle revenue.



Financial Performance



Revenue Seasonality Backed by Execution Visibility



Revenue and Profitability Follow a Predictable Seasonality Pattern

- Historically, H1 contributes ~30–40% of annual revenue, while H2 delivers ~60–70%, led by Q4
- The pattern is driven by **project execution milestones, customer approvals, and billing cycles**
- PAT is closely aligned with revenue seasonality, with **H1 typically reporting lower margins** and H2 driving positive profitability
- Strong execution visibility ensures that full-year performance aligns with historical trends, targeting a **PAT margin of ~4–6%**

Nature Of Our Contracts



High revenue CAGR + stage-wise revenue recognition + milestone-based billing = temporary negative operating cash flow.

	SUPPLY	EXECUTION	COMMISSIONING	COMMENTS
Stage 1	80%	-	-	Only 80%~ of the supply value can be billed. Rest 20% can be done after each stage.
Stage 2	10%	90%	-	90% of the execution value can be billed. Rest 10% can only be billed after the commissioning stage.
Stage 3	10%	10%	100%	The final bill is raised at this stage.

Why Do We Have Temporary Negative Operating Cashflow?

Causes

- Milestone-based turnkey projects lead to **back-ended billing**
- **Upfront** cash is spent on design, procurement, and execution
- This results in working capital absorption during rapid scaling



Aggressive Growth Strategy

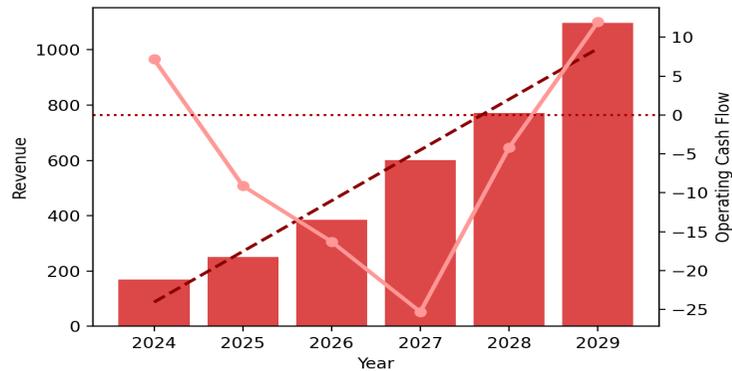
- Faster scaling, higher **upfront cash outflow**
- Short term pressure on operating cash flow
- **Stronger long-term** cash generation potential



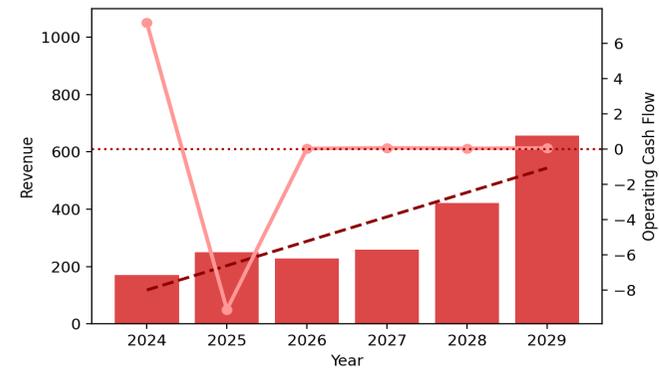
Path to Positive Operating Cash Flow

- Projects mature and **milestones get billed**
- **Higher B2B mix** improves collection visibility
- **Vertical integration (NOVA)** enhances margins and cash efficiency
- **Operating cash flow turns positive by 2029**

Scenario 1 – Aggressive Growth (Recommended)



Scenario 2 – Conservative Growth (Not Recommended)



Profit and Loss Statement



Particulars (Rs. Mn)	FY23	FY24	FY25	H1FY26
Revenue from Operations	1,346	1,702	2,508	1,110
Purchase of stock in trade	844	1,160	1,617	797
Changes in inventories of stock in trade	-1	1	-13	-85
Employee benefit expense	105	150	239	148
Other expenses	252	196	376	264
EBITDA*	146	194	289	-15
<i>EBITDA Margin (%)*</i>	<i>10.8%</i>	<i>11.4%</i>	<i>11.5%</i>	<i>-1.3%</i>
Other Income	11	23	30	18
Depreciation and amortisation expense	1	6	10	6
EBIT	155	211	309	-3
<i>EBIT Margin(%)</i>	<i>11.5%</i>	<i>12.4%</i>	<i>12.3%</i>	<i>-0.3%</i>
Finance cost	50	70	124	98
Profit Before Tax before Exceptional items	106	141	185	-102
Exceptional Items	0	0	0	0
Profit Before Tax	106	141	185	-102
Tax expenses	24	38	45	-27
Share of profit/(Loss) from Associate enterprises	-4	-5	4	2
PAT	78	97	144	-73
<i>PAT Margin (%)</i>	<i>5.8%</i>	<i>5.7%</i>	<i>5.7%</i>	<i>-6.6%</i>
Diluted EPS	6.3	7.88	11.58	-5.88

*EBITDA and EBITDA Margin are calculated exclusive of other bank charges

Balance Sheet



Equity & Liabilities (Rs. Mn)	Mar-23	Mar-24	Mar-25	Sep-25
Shareholders Funds				
Share Capital	1.92	1.92	3.76	124.18
Reserves and Surplus	569.55	666.68	1156.79	962.81
Total Equity	571.46	668.60	1160.55	1086.99
Liabilities				
Non Current Liabilities				
Long Term Borrowing	90.01	84.83	45.80	90.22
Long Term Provisions	7.77	9.84	11.95	12.02
Total Non Current Liabilities	97.77	94.67	57.75	102.24
Current Liabilities				
Short Term Borrowings	341.09	526.93	616.02	1044.87
Trade Payables	327.15	649.09	993.01	792.01
(a) Total outstanding dues of Micro and small enterprises	0.08	0.06	130.96	23.86
(b) Total outstanding dues other than micro and small enterprises	327.07	649.03	862.05	768.15
Other Current Liabilities	17.28	14.53	69.16	22.01
Short term provisions	96.89	54.53	57.89	60.25
Total Current Liabilities	782.41	1245.08	1736.08	1919.14
Total Equity & Liabilities	1451.65	2008.36	2954.37	3108.36

Assets (Rs. Mn)	Mar-23	Mar-24	Mar-25	Sep-25
Non Current Assets				
Property, Plant & Equipment	2.91	20.09	36.30	39.29
Capital work in Progress	-	-	-	8.20
Intangible assets	10.58	7.01	19.43	16.84
ROU Assets	-	3.38	2.22	1.64
Intangible assets under development	-	-	10.59	46.46
Non current Investments	2.68	7.99	8.23	8.15
Deferred tax assets(net)	3.57	1.74	5.95	31.69
Long term loans and advances	34.81	44.52	43.57	36.68
Other non current assets	105.79	49.39	47.19	52.42
Total Non current Assets	160.35	134.12	173.48	241.37
Current Assets				
Inventories	6.81	5.60	18.23	103.29
Trade receivables	338.73	634.19	935.34	743.11
Cash and bank balances	304.41	481.43	646.43	614.99
Short term loans and advances	59.52	48.31	134.45	204.18
Other current assets	581.83	705.29	1046.44	1201.43
Total Current Assets	1291.30	1874.81	2780.89	2866.99
Total Assets	1451.64	2008.94	2954.37	3108.36

Cashflow Statement



Particulars (Rs. Mn)	FY23	FY24	FY25	H1FY26
Profit Before Tax	105.7	140.9	184.9	-101.7
Adjustment for Non operating Items	43.0	58.0	113.1	91.8
Operating profit before working capital changes	148.7	198.9	298.0	-9.9
Changes in working capital	-138.9	-98.9	-340.0	-346.2
Cash generated from Operations	9.8	100.0	-42.0	-356.1
Less: Direct taxes paid	-19.3	-28.4	-49.1	-17.7
Net cash from Operating Activities	-9.5	71.7	-91.1	-373.8
Cash Flow from investing activities	-45.0	-171.0	-96.4	-56.4
Cash flow from Financial activities	83.2	110.4	275.1	374.8
Net Increase/ (Decrease) in Cash & Cash equivalents	28.6	11.1	87.6	-55.4
Cash & Cash equivalents at the beginning of the period	9.0	37.6	48.7	135.3
Cash & Cash equivalents at the end of the period	37.6	48.7	136.3	79.9

Message from CEO



Mr. Sourajit Mukherjee

Whole-time Director & CEO

E To E Transportation Infrastructure Limited

“As we look ahead, our focus remains on building a resilient, future-ready rail platform anchored in execution excellence and quality-led growth.

This disciplined approach underpins sustainable value creation for all our stakeholders.”



The company's core offerings align with rail safety enhancement, energy efficiency and public infrastructure modernisation.

Aligning ESG with Rail Safety Outcomes

How core offerings drive safety, efficiency and infrastructure modernization



KAVACH and automation systems directly reduce accident risk and improve network reliability.

CSR Activities

Building Skills, Supporting Communities, Creating Sustainable Impact

Skill Development & Employment
e2E Rail partnered with **SGBS Unnati Foundation (UNNATI)** to support **structured skill development programs aimed at creating sustainable career pathways in the railway sector** for unemployed youth, with a focus on employability, technical skills and long-term livelihoods.

Going Forward: The Company continues to evaluate **additional focus areas and CSR initiatives** for FY 2025–26, aligned with community needs, skill creation and social sustainability.

CSR Expenditure (₹ lakh)

- **FY 2023–24:** ~18
- **FY 2024–25:** ~19
- **FY 2025–26:** ~28

Sports & Athlete Development
The Company extended support towards the training and **development of athletes** participating at **national and international levels**, contributing to performance enhancement and inclusive sports development.

Community & Social Infrastructure
CSR initiatives also included contributions towards providing **access to safe drinking water** in **government schools** located in nearby communities, supporting health, hygiene and improved learning environments.



Initial Public Offering

IPO Details

- The company was successfully listed on NSE Emerge (SME platform) on 2nd January 2026
- Raised Rs. 84.22 crore through a fresh issuance of 48,40,000 equity shares
- Utilization Proceeds:
 - ✓ Working Capital
 - ✓ General Corporate Purposes



Thank You

For further information, please contact:



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