Safe Harbour

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We are leading provider of logistics and supply chain services to India’s oil, gas and chemical industry.

- **Strategic port locations**
- **Storage terminals**
- **Rail connectivity**
- **Pipelines**
Vision and Corporate Strategy

Why we exist
To provide integrated logistics services to the Indian oil, gas and chemicals industry by storing, moving and distributing products to our customers

How
By building an unrivalled national network of port-based oil and gas storage terminals, inland depots and retail outlets

Our current divisions
- Liquefied Petroleum Gas (LPG)
- Liquid Terminals (petroleum, petrochemicals and chemicals)
## Unique Infrastructure

<table>
<thead>
<tr>
<th>Liquids</th>
<th>LPG</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Terminals at key ports- Mumbai, Kochi, Haldia, Pipavav, Kandla &amp; Mangalore</td>
<td>▪ Refrigerated Gas Terminal in Mumbai and Haldia</td>
</tr>
<tr>
<td>▪ Jetty Pipelines</td>
<td>▪ Pressurized Gas Terminal in Pipavav</td>
</tr>
<tr>
<td>▪ Multiple tank sizes</td>
<td>▪ New Refrigerated Gas Terminal in Kandla under-construction</td>
</tr>
<tr>
<td>▪ Coated, Stainless Steel and Heated tanks</td>
<td>▪ Pipeline, Rail and Road connectivity</td>
</tr>
<tr>
<td>▪ Road and Pipeline connectivity</td>
<td>▪ Network of 115 Autogas stations in 7 states</td>
</tr>
<tr>
<td></td>
<td>▪ Network of LPG distributors</td>
</tr>
<tr>
<td></td>
<td>▪ LPG Sourcing JV with Itochu in Singapore</td>
</tr>
</tbody>
</table>

**Integrated Supply Chain Management services**
Another Quarter of Record Operating Performance

**Highest Ever Revenue**
- Rs. 55 Crores

**Highest Ever Normalized* EBITDA**
- Rs. 35.6 Crores

**Highest Ever Normalized* EBITDA**
- Rs. 121.8 Crores

**Highest Ever Volumes**
- Logistics: 958,300 MT

**Record PBT Reported at Rs. 130 Crs**

* Normalized EBITDA – Before Forex, Hedging Related Expenses
^ - Normalized PBT – Before Expenses as per Employee Stock Purchase Plan
Record Performance Continues

* Normalized EBITDA – Before Forex, Hedging Related Expenses
^ - Normalized PBT – Before Expenses as per Employee Stock Purchase Plan
Haldia Port – Expansion of Liquid Capacity

Liquid Division

Capacity
- 12,000 KL

Project Cost
- Rs 10 crs

Financing
- Internal Accruals

Project Completion Date
- H1 FY21

Liquid Capacity at Haldia

<table>
<thead>
<tr>
<th>'000 KL</th>
<th>Existing</th>
<th>Expansion</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>120</td>
<td>12</td>
<td>132</td>
</tr>
</tbody>
</table>

Maps not to scale. All data, information, and maps are provided "as is" without warranty or any representation of accuracy, timeliness or completeness.
Kochi Port – Expansion of Liquid Capacity

Liquid Division

Capacity
- 20,000 KL

Project Cost
- Rs 15 crs

Financing
- Internal Accruals

Project Completion Date
- H1 FY21 (Revised)

Liquid Capacity at Kochi

- '000 KL
  - Existing: 51
  - Expansion: 20
  - Total: 71

Maps not to scale. All data, information, and maps are provided "as is" without warranty or any representation of accuracy, timeliness or completeness.
Mangalore Port – Expansion of Liquid Capacity

Liquid Division

Capacity
▪ 50,000 KL

Project Cost
▪ Rs 35 crs

Financing
▪ Internal Accruals

Project Completion Date
▪ FY21

Liquid Capacity at Mangalore

Existing   Expansion   Total

25          50          75

Maps not to scale. All data, information, and maps are provided "as is" without warranty or any representation of accuracy, timeliness or completeness.
Kandla Port – New LPG Project

Gas Division

Static Capacity
- 45,000 MT – 2 Fully Refrigerated Tanks of 22,500 MT each

Throughput Capacity
- 4,000,000 MT at full utilization

Pipeline grid at Kandla Port
- JLPL Pipeline and proposed KGPL line

Project Completion Date
- Q3 FY21

Project Cost
- Rs 350 crs

Financing Options
- Internal Accruals & Debt

On-Schedule
Pipavav Port - Brownfield Capacity Expansion for LPG

✓ **Static Capacity**
  - Existing: 18,300 MT
  - Additional: 3,800 MT

✓ **Railway Gantry for LPG**
  - Agreement with Port reached
  - To be commissioned by Q2FY21

✓ **Throughput Capacity at full utilization**
  - Existing: ~14,00,000 MT
  - Additional: ~2,00,000 MT

✓ **Project Cost**
  - Rs 75 crs

✓ **Means of Finance**
  - Internal Accruals

Throughput volumes for LPG handled in Pipavav expected to grow through existing and new customer relationships

Maps not to scale. All data, information, and maps are provided "as is" without warranty or any representation of accuracy, timeliness or completeness.
Current Business Break-up

**Liquid Division**

- **Business**
  - Third Party Liquid Logistics (3PL)
  - O&M Services

- **Revenue Model**
  - Fee based Revenue Model
  - Handling and Other Service Charges
  - O&M fees

**Gas Division**

- **Business**
  - Third Party Gas Logistics (3PL)
  - Auto Gas Retailing and Packed LPG Cylinders for Commercial segment
  - Industrial Gas Distribution
  - Marine Products Distribution (Bunkering)
  - Gas Sourcing

- **Revenue Model**
  - Fee based Revenue Model for Gas Logistics
  - Fees for Sourcing Business
  - Retail Margin for Gas Distribution
  - Handling and Other Service Charges

Q3 FY20 EBITDA
Rs. 157 Cr
Gas Logistics - Capturing Complete Value Chain

Gas Logistics (3PL)

Terminalling

Gas Sourcing

Sourcing

Shipping

Gas Distribution

Industrial

Auto Gas

Commercial

<table>
<thead>
<tr>
<th>Segment</th>
<th>Activity</th>
<th>Revenue Stream</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gas Sourcing</td>
<td>Sourcing &amp; Shipping</td>
<td>Sourcing Commission</td>
</tr>
<tr>
<td>Gas Logistics</td>
<td>Terminalling</td>
<td>Throughput Fees</td>
</tr>
<tr>
<td>Gas Distribution</td>
<td>Industrial, Commercial &amp; Auto Gas</td>
<td>Retail and Distribution Margin</td>
</tr>
</tbody>
</table>

Creating India’s No. 1 private LPG company
Demand Supply Gap exists for LPG in India...

**Consumption of LPG in India**

- **2000-01**: 7,016 '000 MT
- **2005-06**: 10,456 '000 MT
- **2010-11**: 14,331 '000 MT
- **2016-17**: 21,537 '000 MT
- **2017-18**: 23,342 '000 MT
- **2018-19**: 24,918 '000 MT

Incremental Demand in LPG met through Imports

- **2000-01**: 853 '000 MT
- **2005-06**: 2,883 '000 MT
- **2010-11**: 4,484 '000 MT
- **2016-17**: 11,026 '000 MT
- **2017-18**: 11,380 '000 MT
- **2018-19**: 13,194 '000 MT

**Imports of LPG in India**

- **2000-01**: 16 '000 MT
- **2005-06**: 2,883 '000 MT
- **2010-11**: 4,484 '000 MT
- **2016-17**: 11,026 '000 MT
- **2017-18**: 11,380 '000 MT
- **2018-19**: 13,194 '000 MT

*Source: PPAC*
...Increasing LPG imports will need Terminal Capacity

Source: PPAC/IOC and Management Estimates
LPG Static Capacity Post Expansion

Static Capacity MT

+86,700 MT

~4X

2015-16 2016-17 2017-18 2018-19 2020-21
25,400 28,100 38,300 63,300 1,12,100

Mumbai

2015-16 2020-21
20,000 20,000

2015-16 2020-21
5,400 22,100

Pipavav

Haldia

2015-16 2018-19
NIL 25,000

2015-16 2020-21
NIL 45,000

Kandla
LPG Throughput Capacity Post Expansion

Throughput Capacity MT

<table>
<thead>
<tr>
<th>Year</th>
<th>Mumbai</th>
<th>Pipavav</th>
<th>Haldia</th>
<th>Kandla</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016-17</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017-18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018-19</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020-21</td>
<td>5,00,000</td>
<td>11,00,000</td>
<td>25,00,000</td>
<td>40,00,000</td>
</tr>
</tbody>
</table>

~12X

Actual Throughput 2.5 Mn MT

Throughput Capacity MT + 8,450,000 MT

Mumbai

Pipavav

Haldia

Kandla

2015-16 2016-17 2017-18 2018-19 2020-21

25,00,000 2,50,000 5,00,000 11,00,000 16,00,000

2015-16 2016-17 2017-18 2018-19 2020-21

7,50,000 13,00,000 25,00,000 NIL 25,00,000

7,50,000 13,00,000 25,00,000 50,00,000 92,00,000

2016-17 2017-18 2018-19 2020-21
The path to increasing LPG Throughput volumes

- **Uran – Chakan LPG pipeline**
  - Commissioned January 2020
  - Potential incremental volumes of 0.5 Mn MT per year

- **Railway interconnectivity in Pipavav**
  - To be completed Q2 FY21
  - Potential incremental volumes of 0.3 - 0.5 Mn MT per year

- **New LPG terminal at Kandla**
  - To be completed in Q3 FY21
  - Potential incremental budgeted volumes for FY22 is 1 Mn MT
Medium Term Plan: 2020-2025
To further increase LPG capacity

Debottlenecking and possible expansion at existing terminals in Haldia, Mumbai and Pipavav

One additional LPG terminal in the South

Maps not to scale. All data, information, and maps are provided "as is" without warranty or any representation of accuracy, timeliness or completeness.
Retail LPG 5-year growth plan

- **Autogas stations**: Currently 115 stations over 7 states to grow to 200 stations over 20 states.

- **Commercial LPG market**: Expansion into a national distribution network for hotels, restaurants, industry under Aegis puregas brand.

- **Domestic LPG market**: Expansion in Tier 1, 2 & 3 urban cities with distributors and POS under Aegis Chota Cikander brand of 2kg, 5kg, 12kg & 19kg products.

- **LPG Bottling Plants**: Up to 37 LPG bottling plants including Aegis owned sites and third-party filling plants under contract on a national scale.
Chota Cikander for domestic LPG market
Capacity Expansion
Average ~31

Existing & New Customer Relationships
Average ~39

Sustainable Business
Average ~77
Avg ~101

+56%

* Normalized EBITDA – Before Forex, Hedging Related Expenses
### LPG Volume - Logistics

**‘000 MT**

<table>
<thead>
<tr>
<th></th>
<th>Q1FY16</th>
<th>Q2FY16</th>
<th>Q3FY16</th>
<th>Q4FY16</th>
<th>Q1FY17</th>
<th>Q2FY17</th>
<th>Q3FY17</th>
<th>Q4FY17</th>
<th>Q1FY18</th>
<th>Q2FY18</th>
<th>Q3FY18</th>
<th>Q4FY18</th>
<th>Q1FY19</th>
<th>Q2FY19</th>
<th>Q3FY19</th>
<th>Q4FY19</th>
<th>Q1FY20</th>
<th>Q2FY20</th>
<th>Q3FY20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rs. in Cr.</td>
<td>197</td>
<td>206</td>
<td>268</td>
<td>308</td>
<td>279</td>
<td>252</td>
<td>434</td>
<td>400</td>
<td>302</td>
<td>442</td>
<td>521</td>
<td>479</td>
<td>576</td>
<td>663</td>
<td>710</td>
<td>588</td>
<td>751</td>
<td>958</td>
<td></td>
</tr>
</tbody>
</table>

Average ~ 245

Average ~ 341

Average ~ 436

Average ~ 631

Avg ~ 766

+68%
LPG Volume - Distribution

‘000 MT

Average ~ 13
Average ~ 15
Average ~ 20
Average ~ 29
Avg ~ 40

Rs. in Cr.

Average ~ 13
Average ~ 15
Average ~ 20
Average ~ 29
Avg ~ 40

+22%
Liquid Logistics
Liquid Logistics and EPC Services

<table>
<thead>
<tr>
<th>Segment</th>
<th>Activity</th>
<th>Revenue Stream</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liquid Logistics</td>
<td>Logistics</td>
<td>Throughput Fees, Handling &amp; Value Addition Charges</td>
</tr>
<tr>
<td>O&amp;M Services</td>
<td>Operations &amp; Maintenance</td>
<td>O&amp;M Fees</td>
</tr>
</tbody>
</table>
## Liquid Capacity Post Expansion

### 01 Mumbai
- Existing: 273,000 KL
- Expansion: 20,000 KL

### 02 Kochi
- Existing: 51,000 KL
- Expansion: 12,000 KL

### 03 Haldia
- Existing: 120,190 KL
- Expansion: 12,000 KL

### 04 Pipavav
- Existing: 140,000 KL

### 05 Kandla
- Existing: 140,000 KL

### 06 Mangalore
- Existing: 25,000 KL
- Expansion: 50,000 KL

**Built up of Capacities (‘000s KL)**

- Mumbai: 273,000
- Kochi: 51,000
- Haldia: 120,190
- Pipavav: 140,000
- Kandla: 50,000
- Mangalore: 275,250

**Total Capacity post expansion:** ~ 811,000 KL
Liquid Division Performance

**Revenue (Rs. In Cr.)**

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Q3 FY19</td>
<td>171</td>
<td>154</td>
<td>168</td>
<td>184</td>
<td>46</td>
<td>55</td>
</tr>
<tr>
<td>Q3 FY20</td>
<td>136</td>
<td>154</td>
<td>136</td>
<td>154</td>
<td>+19%</td>
<td></td>
</tr>
</tbody>
</table>

**Normalized EBITDA (Rs. In Cr.)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Q3 FY19</td>
<td>102</td>
<td>91</td>
<td>103</td>
<td>104</td>
<td>25</td>
<td>36</td>
</tr>
<tr>
<td>Q3 FY20</td>
<td>74</td>
<td>100</td>
<td>+35%</td>
<td>+44%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- New Capacities fully operational
- Margins to improve with better utilization of new capacities
Our Strategy: Building a Necklace of Terminals around the coastline of India

- **VLGC**
  - All Ports are Deep Water Ports to accommodate VLGC

- **Pipelines**
  - Pipeline Facilities for Larger Customers

- **Railways**
  - Railways can be set up at all ports except Mumbai

- **Roadways**
  - Well developed Infrastructure to enable connectivity to the customers

Maps not to scale. All data, information, and maps are provided "as is" without warranty or any representation of accuracy, timeliness or completeness.
Management Team

Raj Chandaria
Chairman & MD

Anish Chandaria
Vice Chairman & MD

Sudhir Malhotra
Group President & COO

Rajiv Chohan
President - Business Development

Murad Moledina
Chief Financial Officer

K. S. Sawant
President - Operations & Projects
Strong Industry Partners
Financial Performance

Solid Foundations
## Consolidated Profitability Statement – Quarter/YTD

<table>
<thead>
<tr>
<th>Rs. In Cr.</th>
<th>Q3 FY20</th>
<th>Q3 FY19</th>
<th>Y-o-Y %</th>
<th>9M FY20</th>
<th>9M FY19</th>
<th>Y-o-Y %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>2,169</td>
<td>1,320</td>
<td>64%</td>
<td>5,942</td>
<td>3,763</td>
<td>58%</td>
</tr>
<tr>
<td>Cost of Sales</td>
<td>1,969</td>
<td>1,176</td>
<td></td>
<td>5,423</td>
<td>3,357</td>
<td></td>
</tr>
<tr>
<td>Others</td>
<td>42</td>
<td>41</td>
<td></td>
<td>117</td>
<td>112</td>
<td></td>
</tr>
<tr>
<td>**Normalized EBITDA (Segment) *</td>
<td>157</td>
<td>103</td>
<td>53%</td>
<td>402</td>
<td>294</td>
<td>37%</td>
</tr>
<tr>
<td>Finance, Hedging &amp; Forex related Expenses (Net)</td>
<td>6</td>
<td>5</td>
<td></td>
<td>10</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Depreciation</td>
<td>17</td>
<td>13</td>
<td></td>
<td>50</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>Unallocated Expenses</td>
<td>5</td>
<td>9</td>
<td></td>
<td>24</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td><strong>Normalized PBT^</strong></td>
<td>130</td>
<td>76</td>
<td>71%</td>
<td>318</td>
<td>216</td>
<td>47%</td>
</tr>
<tr>
<td>Expenses as per Employee Stock Purchase Plan</td>
<td>42</td>
<td>-</td>
<td></td>
<td>197</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Profit Before Tax</strong></td>
<td>88</td>
<td>76</td>
<td>16%</td>
<td>122</td>
<td>216</td>
<td>-44%</td>
</tr>
<tr>
<td>Tax</td>
<td>28</td>
<td>11</td>
<td></td>
<td>34</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td><strong>Profit after Tax</strong></td>
<td>59</td>
<td>65</td>
<td>-9%</td>
<td>87</td>
<td>182</td>
<td>-52%</td>
</tr>
</tbody>
</table>

Note: During the quarter ended Sep 30, 2019, the Company has allotted 56,66,667 equity shares of the face value of Re. 1/- each to the eligible employees upon exercise as per the stock purchase plan by them. Consequent upon the said allotment, the total paid up equity share capital of the Company has increased to Rs.33.97 crores.

* Normalized EBITDA – Before Forex, Hedging Related Expenses
^ - Normalized PBT – Before Expenses as per Employee Stock Purchase Plan
### Consolidated Profitability Statement - Annual

<table>
<thead>
<tr>
<th>Rs. In Cr.</th>
<th>FY19</th>
<th>FY18</th>
<th>Y-o-Y %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td>5,619</td>
<td>4,791</td>
<td>17%</td>
</tr>
<tr>
<td><strong>Cost of Sales</strong></td>
<td>5,037</td>
<td>4,355</td>
<td></td>
</tr>
<tr>
<td><strong>Others</strong></td>
<td>169</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>**Normalized EBITDA (Segment) ***</td>
<td>412</td>
<td>306</td>
<td>35%</td>
</tr>
<tr>
<td><strong>Finance, Hedging &amp; Forex related Expenses (Net)</strong></td>
<td>19</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td><strong>Depreciation</strong></td>
<td>50</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td><strong>Unallocated Expenses</strong></td>
<td>41</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td><strong>Profit Before Tax</strong></td>
<td>302</td>
<td>225</td>
<td>34%</td>
</tr>
<tr>
<td><strong>Tax</strong></td>
<td>50</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td><strong>Profit after Tax</strong></td>
<td>252</td>
<td>214</td>
<td>18%</td>
</tr>
</tbody>
</table>

* Normalized EBITDA – Before Forex Hedging Related expenses
# Consolidated Balance Sheet

<table>
<thead>
<tr>
<th>Non Current Assets</th>
<th>Sep-19</th>
<th>Mar-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property, Plant and Equipment</td>
<td>1,556</td>
<td>1,326</td>
</tr>
<tr>
<td>Capital Work in Progress</td>
<td>259</td>
<td>121</td>
</tr>
<tr>
<td>Other Intangible Assets</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Goodwill</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Financial Assets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Investments</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Others - Security Deposit</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>Current Tax Assets (Net)</td>
<td>26</td>
<td>22</td>
</tr>
<tr>
<td>Deferred Tax Assets (Net)</td>
<td>33</td>
<td>95</td>
</tr>
<tr>
<td>Other Non Current Assets</td>
<td>87</td>
<td>90</td>
</tr>
<tr>
<td><strong>Sub-total Non Current Assets</strong></td>
<td><strong>1,974</strong></td>
<td><strong>1,670</strong></td>
</tr>
</tbody>
</table>

| Current Assets                     |        |        |
| Inventories                        | 33     | 34     |
| Financial Assets                   |        |        |
| Investments                        | 14     | 10     |
| Trade Receivables                  | 319    | 229    |
| Cash and Cash Equivalents          | 341    | 353    |
| Bank Balance other than above      | 30     | 60     |
| Other Financial Assets             | 67     | 7      |
| Other Current Assets               | 64     | 65     |
| **Total Current Assets**           | **867** | **758** |
| **TOTAL - ASSETS**                 | **2,840** | **2,428** |

| Equity                             |        |        |
| Equity Share Capital               | 34     | 33     |
| Other Equity                       | 1,477  | 1,358  |
| **Equity Attributable to owners**  | **1,511** | **1,391** |
| Non controlling Interest           | 76     | 75     |
| **Sub-total Equity**               | **1,587** | **1,466** |

| Liabilities                        |        |        |
| Non Current Liabilities            |        |        |
| Financial Liability                |        |        |
| Borrowings                         | 86     | 57     |
| Other financial liabilities        | 307    | 20     |
| Other non-current liabilities      | 1      | 1      |
| Provisions                         | 12     | 12     |
| **Total Non Current Liabilities**  | **407** | **90**  |

| Current Liabilities                |        |        |
| Financial Liability                |        |        |
| Borrowings                         | 63     | 130    |
| Trade Payables                     | 589    | 485    |
| Other financial liabilities        | 122    | 125    |
| Provisions                         | 4      | 3      |
| Current Tax Liabilities (Net)      | 9      | 19     |
| Deferred Tax Assets (Net)          | 33     | 83     |
| Other current Liabilities          | 28     | 27     |
| **Total Current Liabilities**      | **847** | **872** |

| **TOTAL EQUITIES AND LIABILITIES** | **2,840** | **2,428** |
Interim Dividend for FY20 is 50% (i.e. Rs. 0.50 per share) of Face Value of Re. 1 each
For further information, please contact:

<table>
<thead>
<tr>
<th>Company</th>
<th>Investor Relations Advisors</th>
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</thead>
<tbody>
<tr>
<td><strong>Aegis Logistics Limited</strong></td>
<td><strong>Strategic Growth Advisors Pvt. Ltd.</strong></td>
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<td>CIN: L63090GJ1956PLC001032</td>
<td>CIN: U74140MH2010PTC204285</td>
</tr>
<tr>
<td>Mr. Murad Moledina, CFO</td>
<td>Ms. Payal Dave / Mr. Jigar Kavaiya</td>
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<tr>
<td><a href="mailto:murad@aegisindia.com">murad@aegisindia.com</a></td>
<td><a href="mailto:payal.dave@sgapl.net">payal.dave@sgapl.net</a> / <a href="mailto:jigar.kavaiya@sgapl.net">jigar.kavaiya@sgapl.net</a></td>
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