



Company Overview

Raajmarg Infra Investment Trust (Raajmarg InvIT or the Trust) is an infrastructure investment trust registered with SEBI on December 22, 2025, under the InvIT Regulations. The Trust has been established to acquire, operate and maintain operational road infrastructure assets in India, in accordance with the terms of the respective concession agreements. The Trust is sponsored by the National Highways Authority of India (NHAI), an autonomous authority under the Ministry of Road Transport and Highways (MoRTH), Government of India. Incorporated under the NHAI Act in 1989 and operational since 1995, NHAI is responsible for the development, maintenance and management of India's national highway network. The presence of a government-backed sponsor provides the Trust with institutional strength and credibility. Raajmarg InvIT is managed by an experienced investment manager team, with the majority of personnel possessing over two decades of operational and managerial experience in the roads and highways sector. The Trust proposes to acquire an initial portfolio of five operational toll road assets located across Jharkhand, Andhra Pradesh, Tamil Nadu, and Karnataka under the Toll Operate Transfer (TOT) model implemented by NHAI. These assets together span approximately 260.2 km and form part of the Golden Quadrilateral highway network. The toll road assets will be held through a project special purpose vehicle (SPV) and operated and maintained under concession agreements granted by NHAI. Under the concession framework, the SPV will have the exclusive right to collect and appropriate toll revenues from road users, while also assuming responsibility for the operation, management and maintenance of the assets. The concessions are expected to have a tenure of 15 years, during which the Trust will oversee asset performance and operational standards from the operations and maintenance (O&M) handover date. In consideration for these rights, the SPV will be required to pay an upfront concession fee to NHAI before the commencement of the concession period, as specified in the respective concession agreements.

Objects of the issue

The net proceeds from the fresh issue will be used towards the following purposes:

- ⇒ Infusion of debt and equity into the Project SPV, which shall be utilized by the Project SPV for the payment of concession value of the InvIT Assets to NHAI; and
- ⇒ General corporate purposes.

Investment Rationale

Strong Sponsor Backing with Proven Execution Capabilities in National Highway Development

The Trust benefits from the backing of its sponsor, NHAI, the central agency responsible for the development, maintenance and management of India's national highway network under the Ministry of Road Transport and Highways (MoRTH). NHAI has a well-established track record in executing and operating large-scale road infrastructure projects across the country and has played a critical role in strengthening India's highway ecosystem. As the implementing authority for the National Highways Development Project (NHDP), NHAI has significantly expanded and upgraded the national highway network while facilitating private sector participation through public-private partnership (PPP) models. This framework has supported efficient capital deployment, accelerated infrastructure development and enabled the creation and monetization of operational road assets. India's national highways represent the backbone of the country's road infrastructure, serving as key corridors for freight and passenger transportation. The network has expanded from ~1,32,500 km in FY20 to ~1,46,204 km in FY25, reflecting a steady CAGR of ~2%. Notably, the most significant expansion occurred during FY22-FY23, when nearly 3,960 km of highways were added, supported by large-scale government initiatives such as the Bharatmala Pariyojana and the National Infrastructure Pipeline. Looking ahead, the government's long-term roadmap under MoRTH Vision 2047 aims to strengthen nationwide connectivity by ensuring that citizens are located within 100-150 km of high-speed highway corridors. The program focuses on expanding networks and enhancing logistics efficiency by developing economic corridors, border and coastal connectivity routes, integrated logistics infrastructure, and innovative contracting and asset monetization frameworks. This structural push towards highway infrastructure development is expected to support long-term traffic growth and stable revenue visibility for operational toll road assets.

Issue Details

Offer Period	11 th March, 2026 - 13 th March, 2026
Price Band	Rs. 99 to Rs. 100
Listing	BSE, NSE
Issue Size (no. of shares in mn)	600
Issue Size (Rs. in bn)	60

Issue Structure

QIB	75%
NIB	25%
BRLM	SBI Capital Markets Ltd; Axis Capital Ltd; ICICI Securities Ltd.
Registrar	KFIN Technologies Ltd.

Research Team - 022-61596138

Raajmarg Infra Investment Trust

Strategically Located Assets Across Key Economic Corridors

The Trust proposes to acquire an initial portfolio of five operational toll road assets located across Jharkhand, Andhra Pradesh, Tamil Nadu, and Karnataka, forming part of the Golden Quadrilateral highway network under the Toll Operate Transfer (TOT) model implemented by the National Highways Authority of India. Of the five assets, four are located in southern India while one is situated in eastern India, providing geographic diversification across economically active regions. The assets are strategically positioned along key inter-city corridors, supporting both passenger and commercial vehicle movement. Historical traffic trends indicate healthy growth across these corridors, driven by improving connectivity and expanding regional economic activity. Given their location in economically vibrant regions, the assets benefit from consistent freight and passenger flows, which support stable toll collections. Looking ahead, continued investments in highway infrastructure and government-led initiatives such as Bharatmala Pariyojana are expected to enhance road connectivity and logistics efficiency. These structural developments are likely to support sustained traffic growth and strengthen the Trust's long-term revenue visibility for its toll road portfolio.

Valuation

Raajmarg Infra Investment Trust (RIIT) is sponsored by the National Highways Authority of India (NHAI), a statutory authority under the Government of India. RIIT's initial portfolio comprises five operational toll road assets spanning approximately 260 km across key economic corridors in Jharkhand, Andhra Pradesh, Tamil Nadu, and Karnataka under the Toll Operate Transfer (TOT) framework. These assets benefit from a diversified traffic composition, including both passenger and commercial vehicles, transporting a wide range of goods such as agricultural products, steel, cement, coal, and containers, thereby supporting resilient, stable toll revenues. The Trust is well-positioned to benefit from structural drivers, such as rising domestic trade, increased commercial vehicle movement, and the continued expansion of India's highway network under government initiatives such as Bharatmala Pariyojana and the National Infrastructure Pipeline. These initiatives aim to enhance national connectivity and logistics efficiency, which is expected to drive sustained traffic growth on major highway corridors. The Trust also offers strong scalability potential through a defined pipeline of future asset acquisitions from its sponsor. NHAI has indicated the potential transfer of approximately 1,500 km of operational national highway assets to the Trust over the next three to five years, providing RIIT with a structured pathway for portfolio expansion. On the Financial front, the Trust is expected to generate steady operating cash flows driven by toll collections, with projected revenue and operating cash flows increasing post commencement of operations as traffic volumes expand and operational efficiencies improve. **Overall, the Trust appears well-positioned to benefit from India's long-term infrastructure growth story, supported by strategic asset locations, predictable concession-based revenue streams, and strong government-backed sponsorship. We, thus, recommend a "SUBSCRIBE" rating for this issue.**

Key Risks

- ⇒ The Trust is a newly established infrastructure investment trust with a limited historical financial and operating track record. As a result, investors may have difficulty assessing the Trust's long-term performance, financial stability, and future cash flow generation capabilities. The absence of historical operating data may limit the ability to assess the business's sustainability.
- ⇒ The Trust's revenues are primarily derived from toll collections on vehicles using the highway assets. Traffic volumes may fluctuate due to economic slowdown, higher fuel prices, changes in freight patterns, seasonal variations, or unforeseen disruptions such as pandemics. Any decline in vehicle traffic could directly impact toll revenues and cash flows.
- ⇒ Infrastructure Investment Trusts operate in a regulated environment, subject to government policies and sector regulations. Any changes to tolling regulations, concession agreements, tax frameworks, or InvIT guidelines may affect the Trust's expected cash flows, profitability, or growth prospects.

Raajmarg Infra Investment Trust

Income Statement (Rs. in millions)

Particulars	FY23	FY24	FY25
Income			
a) Value of Work Done	-	-	
b) Other Income	323	268	249
c) Interest (Gross)	1	0	7
d) Net Increase/ Decrease in work in progress	-	-	-
Total Income	323	268	256
Expenditure			
Work Expenses			
Personnel & Administrative Expenses	7,236	8,043	8,396
Finance Charges	11	2	6
Depreciation	233	259	266
Assets of Small Value Charged off	3	2	2
Exceptional Item			
Loss on winding up of MTRCL	-	-	-
Less:- transferred to Capital (Sch-1)	-	-	-
Gain on swapping of shares with units	-	-	-
Less:- transferred to Capital (Sch-1)	-	41	-
Less:- Provision transferred to capital	-	-	-
Loss: Transfer of shares of various SPVs	-	2,930	-
Loss: Conversion of recoverable accrued interest of various SPVs into shares	-	12,407	-
Net loss transferred to Capital (Sch-1)	-	-15,337	-
Gain: Recovery of loss from SPVs (MTRCL)	-	-41	-
Total Expenditure	7,483	8,306	8,670
Profit/ (Loss) for the period	-7,159	-8,038	-8,414
Prior Period Items net (Expenses)/ Income			-404
Transfer of Net Establishment Expenses for the year to Sch-5	-7,159	-8,038	-8,818

Source: RHP, BP Equities Research

Cash Flow Statement (Rs. in millions)

Particulars	FY23	FY24	FY25
Cash Flow from operating activities	-9,878	-134,416	127,701
Cash flow from investing activities	-1,267,771	-1,353,482	-1,228,371
Cash flow from financing activities	1,275,507	1,813,697	1,194,389
Net increase/(decrease) in cash and cash equivalents	-2,142	325,800	93,719
Cash and cash equivalents at the beginning of the period	39,713	37,571	363,829
Cash and cash equivalents at the end of the period	37,571	363,370	457,547

Source: RHP, BP Equities Research

Raajmarg Infra Investment Trust

Balance Sheet (Rs. in millions)

Particulars	FY23	FY24	FY25
Application of Funds			
Fixed Assets			
a) Gross Block	4,241	4,480	4,540
b) Less:- Assets Created Out of Grant	76	76	
c) Assets out of own fund	4,165	4,404	
d) Less:- Depreciation	1,786	2,030	2,276
e) Net Block	2,379	2,375	2,263
Assets held on behalf of GOI			
a) Completed	3,834,189	4,477,824	5,215,137
b) Ongoing	4,637,243	5,597,505	6,317,674
Total	8,471,432	10,075,329	11,535,074
Investment	65,728	83,299	97,722
Current Assets, Loans and Advances			
a) Inventories	-	-	-
b) Deposits, Loans & Advances	516,550	564,912	444,569
c) Interest accrued but not due on deposits	4,251	-	-
d) Interest accrued and due on CALA Deposits	459	-	-
e) Cash & Bank Balances	37,571	363,370	457,547
f) Inter unit account	-	-	-
Sub total	558,831	928,282	902,116
Less:- Current Liabilities and Provisions			
a) Liabilities	559,920	493,273	507,884
b) Reserves & Provisions	1,273	1,431	3,196
Sub Total	561,193	494,704	511,080
Net Current Assets	-2,362	433,579	391,036
Misc. Expenditure	-	-	
Profit & Loss Account	-	-	
Total	8,537,177	10,594,582	12,023,832
Sources of Funds			
Shareholders' Fund			
a) Capital	4,953,213	7,081,776	9,577,791
b) Reserves & Surplus	-	-	-
Grants			
a) Capital	152,821	159,074	-
Borrowings			
a) Secured Loans	2,049,785	1,989,311	1,943,493
b) Unsecured Loans	1,381,357	1,364,421	502,548
Total	8,537,177	10,594,582	12,023,832

Source: RHP, BP Equities Research

Disclaimer Appendix**Analyst (s) holding in the Stock : Nil****Analyst (s) Certification:**

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Corporate Office:

4th floor,
Rustom Bldg,
29, Veer Nariman Road, Fort,
Mumbai-400001
Phone- +91 22 6159 6464
Fax-+91 22 6159 6160
Website- www.bpwealth.com

Registered Office:

24/26, 1st Floor, Cama Building,
Dalal street, Fort,
Mumbai-400001

BP Wealth Management Pvt. Ltd.
CIN No: U67190MH2005PTC154591

BP Equities Pvt. Ltd.
CIN No: U67120MH1997PTC107392