“GMR Infrastructure Limited FY21 Investor / Analyst Conference Call Transcript”
Saturday, June 19, 2021

Moderator: Ladies and gentlemen, good day and welcome to GMR Infrastructure Limited Conference Call to discuss FY-2021 Results. As a reminder, all participant lines will be in the listen-only mode and there will be an opportunity for you to ask questions after the presentation concludes. Should you need assistance during the conference call, please signal an operator by pressing ‘*’ then ‘0’ on your touchtone phone. Please note that this conference is being recorded.

We have with us today Mr. Saurabh Chawla – Executive Director (Finance & Strategy).

Before we begin, I would like to state that some of the statements made in today’s discussion maybe forward-looking in nature and may involve risks and uncertainties. Also recording and transcribing of this call without prior permission of the management is strictly prohibited.

I now hand the conference over to Mr. Saurabh Chawla for his opening remarks, Thank you and over to you sir.

Saurabh Chawla: Thank you and good afternoon to all, I welcome you all to the fiscal year end 2021 Earnings Call. Hope everyone on the call and their families are safe and I pray that they remain safe going forward.

It was indeed a challenging fiscal year 2021 for the country as a whole and especially for our company due to the unprecedented COVID pandemic and consequent lockdown situations. However, economic activity and our businesses gathered momentum as the year progressed and eventually it peaked in March 2021. After a sharp decline in GDP up to about 23%-24% in Q1 in 2021, India’s GDP bounced back by a growth of about 1.6% in Q4 fiscal 2021. Then the 2nd wave of COVID struck all of us resulting in an economic and business disruption during the months of April and May. Second wave of COVID has been very rapid, ruthless and intense. However, the good news is that the wave has plateaued in the 2nd week of May and new cases now are rapidly receding.

I would like to share how conditions created by COVID were handled during the year by GMR:

Firstly, our focus was on the safety and welfare of the employees. We encouraged work from home for employees wherever possible and set up systems to monitor the health and welfare of our employees especially during the times of an emergency. At a point of time during this 2nd surge, we had almost 1200 employees who were exposed to the COVID virus. Our leadership team and staff weathered the storm with the least impact on operations. We used our testing labs at the airports for expeditious testing results, set up safe quarantine facilities where operating staff could stay and work without risking, taking infections to their families at home. As the Government allowed private companies to vaccinate, we were at the forefront to vaccinate our employees and their immediate family members.

Secondly, we ensured adequate liquidity for our operations as we understood that there will be a period of cash burn and raise long-term capital to maintain the momentum for expansion CAPEX at Delhi and Hyderabad. During the early part of this year, we completed the offerings of bonds and NCDs at Hyderabad and Delhi Airports. Hyderabad raised US $300 million at 4.75% USD rate as senior secured notes for the ongoing expansion of the Hyderabad Airport. Delhi Airport completed the issuance of non-convertible debentures amounting to about 3,257 crores. The proceeds from the NCDs were utilized to refinance the outstanding debt of around US $289 million which was falling due in the fiscal year 2022, and in partly to finance the phase 3A expansion which is currently underway.

Additionally, we also completed the refinancing exercise at GMR Airports and financial closures at Goa Airport. In GMR Airports or GAL as we call it, we raised more than 3,000 odd crores to meet investment and repayment requirements. In Goa we completed the financial closure for a development of a new airport with the project costing about 2,600 odd crores.

We also divested certain non-core assets including Kakinada SIR and certain industrial land parcels in Krishnagiri. GMR Infra had signed definitive agreements for the sale of equity owned by GMR SEZ and Port Holding Limited, of its entire 51% stake in Kakinada SEZ to Aurobindo Realty and Infrastructure Private Limited. We are now at a very advanced stage of completing the deal. We have already received about 1,200 odd crores as of March.31.2021 and about 130 crores in Q1 fiscal 2022. Balance amount of 348 crores out of a total 1692 crores is expected to be received shortly, tentatively by early July 2021. The delay has been caused because of some pending Government approvals which have now been received and the balance amount shall be received in a short period of time. Additionally, about 1,027 crores is to be received in the next 2-3 years which is contingent upon certain agreed milestones.

Thirdly, we focus on cost savings through consolidation of infrastructures especially in our airports business to adapt to the volume and nature of traffic resulting in shutting down of certain terminals. During the first and second COVID wave we shut down Terminal-1 and Terminal-2 at Delhi Airport. Postponing the operational CAPEX through prioritization of only the most urgent requirement and various other initiatives such as vendor cost management, utility and IT cost optimizations, salary restructurings, etc., further contributed to maintaining high levels of liquidity.

Re-phasing of expansion projects mainly at Delhi from June 2022 to June 2023, and Hyderabad Airports from February 2022 to September 2022. Despite the re-phasings we have however made substantial progress on our expansion projects. Until May of this year of 2021, Delhi Airport has achieved overall progress in CAPEX of 43.8%, whereas Hyderabad and Goa Airports the progress is around 60% and 33% respectively.

In Crete about 4.8% financial progress has been achieved with the completion of 22% of the earthworks in the airport area, and 15% of earthworks in the access roads as of May.31.2021.

In Bhogapuram or Vizag, land acquisition and other preliminary works and designs are in progress.

Fourthly, we focused on debt reduction in the holding company and some of its subsidiary companies through monetization of assets. Corporate debt was addressed to a large extent by the ADP and the Kakinada transactions. During the year we also took initiatives for interest rate reduction at Warora Power Plant.

Finally, despite the lockdowns we made progress on our de-merger. We filed a composite scheme of amalgamation and arrangement amongst GMR Power and Infra Limited and GMR Infrastructure Limited and GMR Power and Urban Infrastructure Limited, and the respective shareholders at the National Company Law Tribunal (NCLT) on March 5th, 2021, for taking this scheme forward. We have already received the consent of the stock exchanges and SEBI and are awaiting the schedule for the hearing from NCLT. We expect the slots of the hearing to be allotted to us by NCLT by end of June or mid-July 2021. Simultaneously, we are also working in obtaining requisite approvals from the relevant stakeholders, especially the financial and operational creditors where we have made substantial progress.

We have set a clear goal for ourselves for fiscal year 2022. The key amongst them are:

To complete the demerger within fiscal year 2022, and thereby creating a pure play airport company in the public markets and energy and an EPC company separately listed on the exchange.

We intent to monetize the highways business as you are aware so hence, there will be mainly two businesses, airport business and energy business with the EPC business line in the energy side of the vertical.

Further reduction of debt through monetization of assets and businesses will be continued to reduce to ensure that our balance sheets are leaner and meaner.

The refinancing of remaining debt through Dollar bonds at GIL similar to what we have done at Delhi Airport and Hyderabad Airport, this is a key objective of ours as we require long term debt capital and not bank finance which is not conducive for infrastructure financing.

We are in dialogue with rating agencies to get our rating and thereafter, we shall move ahead with issuance of long-term Dollar bonds.

Work towards bidding for new airports within India and Southeast Asia is also underway. We are actively looking at development of adjunct airport services businesses such as duty free, cargo, information technology, which are dedicated to creating smart airports, etc.

We are looking at entering new business in the space of energy, once the business is demerged into GPUIL.

Re-energizing the gas plants is now a priority for us as the availability of gas has increased and thereby we can create immediate ROEs and cash flows. Work for renewable energy business for a tie-up under the new tariff policy is also a priority initiated by us. This is an important task for us which can yield substantial value for GMR shareholders.

And last but not the least to complete the last leg of the Kakinada transaction and accelerate the sale of industrial land parcels in the Krishnagiri SEZ.

Coming to the business front:

GMR businesses have been impacted by the lockdown, measures of the government due to the second surge of COVID, however, we have seen a very smart and positive momentum in the recovery post easing of lockdown measures.

I want to first talk about the airport business:

Since May 2020 when the restrictions were lifted on the operations on domestic flights, airport businesses saw a significant traction in traffic. By February 2021, the best month post the first wave of COVID, and passenger traffic reached more than 60% of pre-COVID levels at Delhi Airport and 64% at Hyderabad Airport. This was achieved under an environment of restricted airline capacity enforced by the government. The government had allowed 33% capacity from May 25th, 2020, and gradually increased the capacity to 80% in December 4th, 2020. This indicates passenger confidence with travel increases with the decline of COVID cases.

With the onset of second COVID wave the traffic again plunged in the month of April and May 2021. However, traffic turned around from the last week of May 2021, and now the recovery is gaining momentum during the month of June.

To give you some perspective on the airport performance let me speak on how Delhi Airport is performing:

Since reopening in May 2020, Delhi Airports' average passengers peaked in the 39th week by reaching 64% of pre-COVID level, and declined to 13% of pre-COVID level by the 52nd week, which was, as I was talking about in the week of 17th to 23rd May 2021 during the second wave of COVID. As the COVID cases subsided daily average passenger traffic turned around and has reached 22% of pre-COVID level by the 55th week. Trends were similar for Hyderabad Airport as daily average peaked at 66% in the 39th week, declined to 12-odd percent in the month of May and then increased and now has increased back to 20% in the month of June. During the second weekend of June 2021 Delhi and Hyderabad Airports registered a traffic of ~47,200 passengers and ~15,800 passengers, respectively. This is encouraging considering Government of India imposed curb on the capacity for airlines at 50% from June 1st, 2021. Cargo business, however, has remained resilient even during the second wave with traffic at 92% and 87% respectively for Delhi and Hyderabad Airports in May 2021.

We expect traffic to gain further momentum with the reducing trend in COVID cases, lifting of government restrictions on airline capacity, modified protocols and increased pace of vaccinization. Government of India is working on vaccinating all citizens by December 2021. Speed of vaccination is set to increase due to increase in production of Covishield and Covaxin, rollout of the new vaccines like Sputnik and others, which are going to hit the markets in the month on July and August. As on June 6th, 23 crores vaccines have been administered in India, covering around 13% of the entire population. Metro cities, which are core to our business are expected to see quick vaccinization once supply issues get sorted over the next 2-3 months.

Globally too countries have resorted to fast vaccinization measures to unlock the economy which will provide further boost to international traffic. Globally, approximately 2 billion vaccine doses have been administered and significant part of population in various countries have been inoculated with at least one dose. For example, in US now 51% of the population has been given one dose, UK 58, Canada 58, Germany 44, France 38.

New protocols are currently being discussed which will accelerate seamless domestic travel. It is expected that the double dose vaccinated travelers with certification through Arogya App and pre-embarkation on-site testing through breath analyzers of passengers will become a norm for domestic travel. In fact, recently the Singapore authorities provisionally approved a breath test, developed by Breathonix which can detect highly contagious COVID-19 infection within a minute. In many ways, similar protocols will get adopted by nations for international travel through vaccination passports. Air bubbles arrangement will continue for the next few months, aiding recovery of international traffic. Currently air bubbles arrangements with 27 nations, including US, UK, Canada, Germany, France, etc. We anticipate a return to the pre-COVID traffic levels in our Indian airports by end of fiscal year 2022, mainly driven by the domestic segment.

On the energy business power demand and coal supply are improving as the lockdown is easing up resulting in higher PLFs. During fiscal year 2021 the dispatch to Discoms under the PPA have been above the normative availability as defined in the respective PPAs. In fiscal year 2021 Warora and Kamalanga clocked up PLF of 75% and 77% respectively.

PTGEMS, which will be coal mining company in Indonesia, in which we have 30% stake was able to showcase its strength despite COVID by reporting sales growth of 10% year-on-year and EBITDA margins of about US $4.5 per tonne for the fiscal year 2021. Per tonne costs reduced by about 16% year-on-year, the US $26.8 per tonne in fiscal year 2021. This was achieved due to the unique advantages of the coal mine. Ability to switch to low stripping ratio, short distance from pit to port and contractor rates linked to coal prices against the industry norms of fixed pricing contract are the unique advantages of our coal operations in Indonesia. EBITDA increased by 37% year-on-year to about 1,129 crores driving PAT growth of 51% year-on-year to INR 710 crores in fiscal year 2021.

On the highway business:

Hyderabad-Vijayawada Expressway traffic increased by 16% year-on-year to 11 million during January-March 2021 period. Our per day average traffic volume decreased by 36% month-on-month in May 2021 due to lockdowns but increased back by 9% month-on-month in June as the lockdown eased. Traffic at Ambala-Chandigarh Expressway has been suspended since October 12th, 2020, due to the farmers agitation. In this regard GMR Ambala-Chandigarh Expressway has declared a force majeure under the concession agreement and has notified in a NHAI. As per the concession agreement, GMR Ambala-Chandigarh Expressway is entitled to compensation for this force majeure event by way of extension in the concession period, reimbursement of O&M costs, etc. Claim for the force majeure will be filed by us once the exact impact of the event is determined.

I would also like to briefly touch upon the status of arbitration award especially on the Hyderabad-Vijayawada project:

Arbitral tribunal has given an award in favor of GMR Hyderabad-Vijayawada Expressway. Delhi High Court has appointed a retired judge of Supreme Court as a sole arbitrator for quantification of claims. Management expectations based on external legal opinions and valuations performed by independent experts; the recoverable amounts are in excess of about 1,900 crores as on March 31st, 2021. Sole arbitrator in turn has appointed an independent expert to assist him in quantification of claims. Report from the independent expert is expected by mid-July and sole arbitrator is expected to submit his report or judgment to the Delhi High Court by September 2021. NHAI has, however, further challenged the judgment of single bench of Delhi High Court before the division bench of Delhi High Court. Division bench has fixed the matter for hearing on July 20th with the direction that the sole arbitrator will continue the assignment of quantification of claim, which will be subject to the outcome of the appeal before the division's bench.

On the Dedicated Freight Corridor project construction work is picking up pace. GMR along with its partner, SEW Infra has been executing the contract to construct a part of the Eastern corridor, that is 181 kilometers of Mughulsarai to New Karchana in UP and 236 kilometers of New Karchana to New Bhaupur UP lines. The authority has extended the timelines for completion of this project. Around 69% of the Package-201 and 82% of the Package-202 have been completed. The authorities have extended the timelines for completion of the project until March 2022.

In the end, I would also like touch upon the best practices and recognitions that have been received, especially on the ESG front. On airports front, Delhi Airport became Asia Pacific's first level 4+ transition accredited airport under ACI's airport carbon accreditation program, and only the second airport globally to achieve a level 4+ accreditation. Delhi Airport is targeting to become a net zero carbon emission airport by 2026. Hyderabad Airport won the ACI ASQ Best Airport by size and region in Asia Pacific region, and 15 to 25 million passenger category. Both the airports are acting as major center for COVID vaccination distribution across the country and established cold chain network to handle vaccines.

On the energy front some of the safety performance highlights for Kamalanga plant were increased in the lost time injury frequency rate from 0.0 in fiscal year 2020 to 0.312 in fiscal year 2021. Increase in lost time injury severity rate from 0.0 in fiscal year 2020 to 1869 in fiscal year 2021. Similarly, in Warora plant, it was 0.0 in fiscal year 2021 on both the parameters.

In PTGEMS the corporate and social environment responsibility programs are constantly aligned with the seven core subjects of ISO 26000 and support the UN sustainable development goals. PTGEMS through its subsidiaries has won several awards and certifications in the field of environmental management. The green rating for proper to PT Borneo Indobara from the Ministry of Environment and Forestry for achievement and performance in the field of management and monitoring of mining environment of subsidiaries for 2018 to 2020, and Blue Rating for proper to PT Kuansing Inti Makmur from Ministry of environment of subsidiaries for 2018 to 2020. During 2020 PTGEMS subsidiary BIB has won two prestigious awards at top CSR Awards 2020 event.

The presentation with all the financial details are already available to you. We are available to respond to your questions on the call and offline post the call.

Now I would like to open the forum where my colleagues from the corporate from the businesses are available to answer your queries. Thank you very much.

Moderator: Thank you very much. We will now begin the question-and-answer session. The first question is from the line of Mohit Kumar from DAM Capital. Please go ahead.

Mohit Kumar: Good Evening Sir. Congratulations on the progress achieved on demerger and the fantastic work on liquidity side and thanks for the detailed presentation. Three questions. Can we expect listing of the new entities by Q4 or Q3 FY-22?

Saurabh Chawla: It is very risky to predict the quarter driven process, but our expectation is that we should receive our orders from NCLT by early Q3 and we hope to finish the administrative processes of filing with various authorities by end of Q3, so we expect the listing to happen by end of Q3 early Q4. That is what our current expectation is.

Mohit Kumar: Secondly in Delhi Airport there has been two developments in the fiscal year. One on the Bharti Realty leasing side, and revenue share to the AAI. Can you just detail out how these things have been account in FY-21? Why the revenue share is now zero, or it is I think it is 17% in Q4 FY-21.

Saurabh Chawla: GRK Babu would you like to take this question please?

GRK Babu: As far as the Bharti deal is concerned we have not accounted the revenue in 2021, because of the final approvals have not received and decided that we will not account the revenue. However, under IndAs financials, because of the lease accounting of 116, the transaction has not been, it is still in force, that agreement is in force except that the final approval is yet to be received by March. We have accounted the revenues on a straight-line method, and to the extent of the straight-line method of not only the Bharti transaction, but also other CPD transaction and land lease rentals. We have accounted the CPD rental about the Rs. 700 crores in the DIAL and to that extent of Rs. 700 crores we have also made a provision for the annual fee in the books. That is as far as the Bharti transaction is concerned.

Second question with regard to the annual fee if I am correct that is the question.

Mohit Kumar: Yes, revenue share to the AAI why it is 17% why is it not 0?

Saurabh Chawla: Actually, the revenue share payable to Airport Authority of India we have taken a conscious call after discussing with the lawyers and everybody, the total revenue share payable to Airport Authority of India is basing on IGAAP accounts, but not on IndAs. The total revenue share payable about Rs. 768 crores we have not accounted at all as payable under the annual fee or revenue share. What we have accounted is a small amount that is basing on straight lining method of the CPD revenues, which is actually a future revenue, on that only we have accounted the MAF about 338 crores. Otherwise, the annual fee payable to AAI has not been accounted, which is about 768 crores, However, to the extent of Rs. 446 crores which we have already paid to the AAI till December, a provision has been made for that amount, which is clubbed under other expenses. This is the treatment which we have given.

Mohit Kumar: Lastly on this corporate date which you left on the books, is there a plan to completely extinguish it before listing or it will be a portion between the two listed entity? If yes in what ratio, have you worked out something?

Saurabh Chawla: Of course, our endeavor is to reduce that debt to minimum levels, if not zero. However, in the current market conditions, we cannot really ensure that we achieve our desired goals. There will be an allocation of debt between the airport vertical and the non-airport vertical. That allocation of debt is based on what is the end use for which the money has been raised for? So, if you look at over the last many-many years we, predominantly the debt was raised predominantly I am saying, was raised to support the energy and the highway businesses. Hence predominantly the debt will be allocated towards the energy and the highway businesses, which is the spun off entity. Small amount of debt will remain only in the airport business.

Moderator: The next question is from the line of Abhiram Iyer from Deutsche CBI Center. Please go ahead.

Abhiram Iyer: My questions also pertain to Delhi Airport. The first question was on the increase in CPD revenues for the fourth quarter. Could you please explain how this works essentially, is this deferred revenue over the past three quarters that have been collected now? Because on an annual basis the CPD revenue seems to be, pretty close to what it was for FY-20. How does the cash receipts for these revenue works, is the cash collected only in Q4? That is the first question.

The second question sort of on an overarching basis, you mentioned that you would be raising debt at GIL level, the airports entity level. Would this be the strategy going forward, consolidating the debts at the airports than at the consolidated level above the airports.

Saurabh Chawla: I will answer the second question first before I allow GRK Babu to answer with respect to Delhi Airport. On the second side is that our main focus is to reduce debt and, the only thing is that we cannot time it as accurately with the disposal of businesses and assets. Our strategy is that we will term out some part of that debt whatever is remaining and put it into a kind of a long-term bond, 5-10 years bond at the level of GIL and that itself will get bifurcated between the airport vertical in the non-airport vertical. That is the strategy that we have. As you are aware, when we did our ADP transaction, we had negotiated certain ratchets with ADP, which would have given, or which would give us about 8.5% - 9% further equity in the airport JV in which ADP has come in as 49% partner. The whole strategy is when that ratchets mature, the money received on that ratchets will go to pare down the debt and make it 0. It is basically just a matching concept that will be deployed or will be harnessed as we go forward, as we demerge the two businesses, the airport and the non-airport side of it. GRK you can answer the CPD question.

GRK Babu: As far as the CPD I think I have already explained the actual revenue under CPD, under IGAAP accounting standards we go, it is only Rs. 100 crores, but because of the introduction of the 116 Ind-AS where you have to straight line all the revenues of the lease rentals which includes the Bharti also, the entire amount of straight lining revenue has been accounted is about Rs. 730 crores. That is the reason why it has been shown as CPD itself and all this accounting has been provided as per 116 in the last quarter of the financials.

Abhiram Iyer: From a cash perspective we received only 100 crores in the last quarter, is that an accurate understanding or are the 100 crores in the annual financial year?

GRK Babu: CPD rentals on annual basis actual repeat is about Rs. 100 crores to Rs. 105 crores.

Moderator: The next question is from the line of Ashish Shah from Centrum Broking.

Ashish Shah: Just a question on the coal mining business PTGEMS. That business has done reasonably well for us across the years and even in the current level of coal prices, the prospects continue to be good. Any thought of monetizing our stake because that would be another dose of welcome liquidity for the group. Any thoughts on that?

Saurabh Chawla: Well it is very interesting; you are absolutely correct. What was a drag on our business about a year or two years back is now becoming a positive play in our business. We had acquired this mine primarily to supply coal for our thermal plants, including the thermal plant which we eventually sold. Yes it is no longer a core business for us, and we would be happy to divest this asset at the right price, at the right point of time. We are fully working along with our partners in Indonesia, so that a right resolution of our exit from this mine is found. Currently this entity is listed on the exchanges, and I am given to believe that our portion should be valued at about US $0.5 billion. It is quite valuable, and you are absolutely right, if it is a non-core business, why won't you monetize it? We are working towards that but in the current conditions, we will have to be patient to find a right buyer.

Moderator: The next question is from the line of Aditya Mongia from Kotak Securities.

Aditya Mongia: I have two questions. The first one was on CPD rentals, what would be your guidance for the amount of cash collections that can happen now on this line item in the next 1-2 years?

GRK Babu: Currently basing on the current assests which we have leased out, the income of Rs.105 crores I have explained as the actual cash received against the CPD land. Bharti deal we have not given income recognition in 2020-2021, but once the documentation everything is completed, we expect to get additional revenue about 363 crores. The total about 475 crores would be the range of CPD revenues in the next 1 or 2 years.

Aditya Mongia: Almost 500 crores for FY-22 that is what you are saying.

GRK Babu: Yes hopefully.

Aditya Mongia: The second question is a bit longer term. I wanted to kind of get a sense from you that how do you see the prospects of Delhi Airport becoming a hub airport over time. I ask this in context of let us say in FY-23 event, wherein one of the premier airlines of the country will start flying directly to Europe. How do you see through Delhi becoming a hub for international air travel over time? And if COVID has made any kind of acceleration to that thought process?

Saurabh Chawla: Delhi is the premium gateway airport for India and, it did suffer for some time as certain policies, and initiatives, which were not conducive for direct flights and also actually the aircraft were not really truly available for direct flights into US. The flights used to actually stop over and that created the hubs in Dubai and Doha and Abu Dhabi. Now with triple seven ERs and increasingly also now we find the new aircrafts being plied by Air India, these are all direct flights now that are happening all the way to San Francisco on the west coast. It is strengthening its position as a gateway airport out of India. It is ensuring that going forward, the cannibalization of spend that used to happen at Dubai and middle east airports on the Western hemisphere and Singapore, Hong Kong on the Eastern hemisphere, or actually even Kuala Lumpur on the Eastern hemisphere, actually that cannibalization of revenues, especially the non-aero revenues is reduced. The prospects of very high, specifically your question, whether it will become a hub for other international airlines for going to Europe, Singapore flies directly into Europe, Malaysia flies directly into Europe. We will have to attract some of the other private airlines into Delhi, and there our relationship now with ADP taking 49% stake, we do intend to work towards that as to how we can get the non-flag carriers, private airlines to make Delhi as an airport, as a hub for pan Asia for all the European travelers who intend to come here. That is a work in progress.

I want to highlight one area, where we are, there is much more traction, for example, in Goa, and that will get replicated in Delhi also. As you are aware, Goa is a very well received tourist destinations for travelers out of Europe, especially out of Russia and Britain. We are currently in dialogue with certain airports, which are under ADP to make, how we can facilitate all those travelers from Turkey, and from Europe into Goa, as and when the new airport opens up. The conversations are bigger it will get broad based as we go forward, at this stage the focus is to manage COVID, the focus is to manage cash flows, but on the BD side of it, these are targeted areas of our initiatives over the next two to three years absolutely.

Aditya Mongia: Just one more question which I had. You talked about on this 8% to 9% stake in the airport vertical which will eventually turn into cash and be a part of the bond that you want to raise at GIL level. What is the kind of cash loads that you are expecting on discount to come to airport, timeline for this thing?

Saurabh Chawla: When we did the transaction with ADP this 8½%-9% was valued at about 4,500 crores, that was the value that was imputed then, obviously the transaction will happen about 4 years down the road, and it will be, it has to be at fair market value. At that particular point of time the expansion in Delhi and Hyderabad would have been fully completed, Goa would have been a new airport, would be in operations. Obviously, we hope that traffic is normal, COVID issues are behind us like SARS 1 and things are normalized. In that scenario when you have traffic which is more than double in the next 4 years' time, you can well imagine what the valuation would be. In our game it is a quasi-consumer play, but we have to be a little patient because, it's not that quickly, that things really materialize. You have to put capacity in place before you can monetize that capacity. It can create substantial amounts of cash for GMR group in next 4-5 years' time.

Moderator: As there are no further questions from the participants, I would now like to hand the floor over to Mr. Saurabh Chawla for closing comments, over to you Sir.

Saurabh Chawla: Thank you. Just one last highlight I wanted to give to Aditya's question about creating of hub. We are already flights now from Europe to Australia, which are actually connecting through Delhi instead of Dubai, so the movement is already there. Now it will be dependent upon how good infrastructure we can give and how quickly the efficiency of the airport is to turn around those flights and make it more economically feasible for those airlines.

Thank you everybody for attending this call, and I pray that we all remain safe, please take all precautions. We are available offline for answering any questions that you may have pending questions with respect to business or balance sheet. We are available. You can either call us, or you can send an email and we will respond. Thank you so much. Have a great weekend. Bye.

Moderator: Thank you, ladies and gentlemen on behalf of GMR Infrastructure Limited, that concludes this conference. We thank you all for joining us, and you may now disconnect your lines.

***Note**: Transcript has been edited to improve readability*.