

July 23, 2025

Cube Highways Trust: Rating reaffirmed and assigned for enhanced amount

Summary of rating action

Instrument*	Previous rated amount (Rs. crore)	Current rated amount (Rs. crore)	Rating action
Long-term – Fund-based – Term loan	10,000.0	10,450.0	[ICRA]AAA (Stable); reaffirmed and assigned for enhanced amount
Long-term – Non-fund based	250.0	250.0	[ICRA]AAA (Stable); reaffirmed
Non-convertible debentures	1,030.00	1,030.00	[ICRA]AAA (Stable); reaffirmed
Non-convertible debentures	860.00	860.00	[ICRA]AAA (Stable); reaffirmed
Non-convertible debentures	1,152.0	1,152.0	[ICRA]AAA (Stable); reaffirmed
	8.0 [^]	-	[ICRA]AAA (Stable); reaffirmed and withdrawn
Total	13,300.0	13,742.0	

*Instrument details are provided in Annexure I; [^]Rs. 8.0-crore NCD is unplaced and hence, the rating is withdrawn

ICRA has undertaken a consolidated analysis of Cube Highways Trust (Cube InvIT/CHT) and the 27 special purpose vehicles (SPVs) [including tranche 1, tranche 2 and tranche 3]. The first tranche included 18 assets, which comprise eight NHA¹ toll road assets viz. — Jaipur-Mahua Tollway Private Limited (JMTPL), Mahua Bharatpur Expressways Limited (MBEL), Farakka-Raiganj Highways Private Limited (FRHPL), Walayar Vadakkencherry Expressways Private Limited (WVEPL), Nelamangala Devihalli Expressway Private Limited (NDEPL), Western UP Tollway Private Limited (WUPTPL), Ghaziabad Aligarh Expressway Private Limited (GAEPL), DA Toll Road Private Limited (DATRPL), and nine toll-operate-transfer bundle 3 (TOT-3) assets, viz. Hazaribagh Tollway Private Limited (HTPL), Jhansi Vigakhet Tollway Private Limited (JVTPL), Jhansi Lalitpur Tollway Private Limited (JLTPL), Kanyakumari Etturavattam Tollway Private Limited (KETPL), Nanguneri Kanyakumari Tollway Private Limited (NKTPL), Salaipudhur Madurai Tollway Private Limited (SMTPL), Madurai Kanyakumari Tollway Private Limited (MKTPL), Kotwa Muzaffarpur Tollway Private Limited (KMTPL), Lucknow Raebareli Tollway Private Limited (LRTPL), and one NHA annuity project - Andhra Pradesh Expressway Private Limited (APEPL).

The second tranche comprises – six NHA hybrid annuity mode (HAM) projects viz. Borgaon Watambare Highways Private Limited (BWHPL), Mangloor Highways Private Limited (MHPL), Mangalwedha Solapur Highways Private Limited (MSHPL), Tirumala Highways Private Limited (THPL), Shankarampet Projects Private Limited (SPPL), Srirangam Infra Private Limited (SIPL), and one state toll road project – N.A.M. Expressway Ltd. (NAMEL). The acquisition of the six HAM assets and NAMEL was completed in December 2024 and February 2025, respectively.

The third tranche comprises two NHA BOT²-annuity road assets viz., Quazigund Expressway Private Limited (QEPL) and Athaang Jammu Udhampur Highway Private Limited (AJUHPL). The acquisition of these two assets from the National Infrastructure and Investment Fund (NIIF) was completed on June 12, 2025.

Rationale

The rating reaffirmation reflects the diversified profile of Cube InvIT with established track record of operations, its strong financial profile with robust debt coverage metrics and structural features of the debt with cash flow pooling mechanism. The cash flows are diversified, with the top three assets viz. DATRPL, QEPL and AJUHPL estimated to account for ~32% of the total inflows in FY2026P. Further, the aforesaid asset portfolio is geographically diversified, with presence across 12 states and one

¹ National Highways Authority of India

² Build-operate-transfer

union territory, and top three states/ union territories – Jammu and Kashmir (J&K), Uttar Pradesh (UP), and the National Capital Region (NCR), together constituting ~48% of the total inflows in FY2026P.

The rating considers the InvIT's strong financial risk profile with an average debt servicing coverage ratio (DSCR) of more than 1.8 times and estimated net leverage of ~56% as of March 2026 in ICRA's base case assumptions. The rating positively factors in the benefits of cash flow pooling for the SPVs and the Trust, which ensures that the pooled cash flows are available for meeting the regular and periodic maintenance expenses including debt servicing of the InvIT. Further, the rating takes comfort from the structural features of the debt at Cube InvIT, including maintenance of a three months' debt service reserve (DSR) throughout the loan tenure and provision for cash trap mechanism in case the DSCR falls below 1.3 times.

The rating draws comfort from SEBI's InvIT regulations that restrict the aggregate consolidated borrowings and deferred payments for the InvIT and its SPVs, thereby limiting the leverage at the Trust level. The InvIT has availed debt of around Rs. 1,350 crore for the acquisition of tranche 3 assets. ICRA expects the InvIT to maintain strong credit profile with leverage likely to remain below 56% going forward. ICRA takes note of the established track record of the InvIT's sponsor group entities in operating road assets. Cube InvIT is sponsored by various holding entities in the Cube Highways Group. The Cube Highways Group's collective holding in Cube InvIT is 41.7% as on July 16, 2025.

These strengths apart, Cube InvIT remains exposed to risks inherent in toll road projects, including those arising from cyclicity in traffic growth, inflation-linked toll rate increase, risk of political acceptability of rate hikes over the concession period, the likelihood of toll leakages, development or improvement of alternative routes or alternate modes of transportation. In this regard, ICRA notes the relatively weaker performance of two of the toll road assets namely – WVEPL and WUPTPL – in FY2025, primarily due to diversions to alternative routes/ reduced traffic movement. Nonetheless, the contribution to consolidated cash flows available for debt servicing (CFADS) in FY2026P remains modest. DATRPL, the largest asset in terms of revenues, is exposed to alternative route risk from the existing Yamuna Expressway (YExp, operational since 2012) as well as the upcoming Delhi Mumbai Greenfield Expressway (DME). Any material diversion in traffic with the commencement of DME, which could have bearing on the overall toll collections and debt coverage indicators and will remain a key rating monitorable.

The operations and maintenance (O&M) and major maintenance (MM) for the SPVs under Cube InvIT would be carried in-house by its project manager, Cube Highways Transportation and Asset Advisors Private Limited (CHTAAPL, owned by the Cube Highways Group). As per the sanction terms, the Trust must maintain three months of MM expenses as cash reserves before quarterly distribution. Given the bunching up of MM for the TOT bundle and HAM assets, MM expenses are expected to be higher in FY2029 and FY2036, thereby resulting in moderation in coverage metrics in those years. However, the cash flow pooling benefit from multiple SPVs and computation of net distributable cash flow after setting aside of funds for operational and MM expenses before distribution to unitholders, provides comfort. CHTAAPL's ability to undertake regular and periodic maintenance within the budgeted cost and time would remain a key monitorable.

While arriving at the rating, ICRA has factored in the provision for change in the concession period for some of the projects, based on the existing traffic and target traffic on the respective target traffic dates. As actual traffic on FRHPL has exceeded the target levels, this could have potentially led to a reduction in the concession period by three years. However, Cube InvIT is likely to exercise a provision in the concession agreement (CA), under which it will share 25% of the revenues generated during the final three years of the concession period with NHAI, thereby retaining the original concession term.

ICRA notes that Cube InvIT, like any other InvIT, remains exposed to risks associated with any future asset acquisition, which could materially affect its operational and financial risk profile. If Cube InvIT acquires any other asset or raises additional debt in future, ICRA will at that juncture, evaluate the effect of the same on the rating. Any regulatory changes that can impact its financial risk profile will remain a monitorable.

ICRA has assigned [ICRA]AAA (Stable) (pronounced ICRA triple A; Outlook Stable) for the enhanced bank limits of Rs. 450 crore, reaffirmed for the existing limits and withdrawn the long-term rating of [ICRA]AAA (Stable) assigned to non-convertible debentures (NCDs) worth Rs. 8.0 crore, as these NCDs were not placed and there is no amount outstanding against these rated instruments. The rating has been withdrawn in accordance with ICRA's withdrawal policy.

The Stable outlook on the rating reflects ICRA's expectation that Cube InvIT will benefit from the diversified profile of its portfolio of assets, which along with comfortable leverage should help it in maintaining robust debt coverage metrics and strong liquidity profile.

Key rating drivers and their description

Credit strengths

Diversified asset portfolio of operational road projects – The InvIT has a diversified profile with 27 operational road assets including 17 NHAI toll road assets, three NHAI annuity, six NHAI HAM and one state toll road project. The toll assets have healthy toll collection track record ranging within 9-15 years (barring assets belonging to the TOT 3) and the annuity assets have a healthy track record of receipt of annuities – 32 annuities for APEPL, seven for QEPL and 22 for AJHUPL (as of June 2025). Further, the HAM assets have a track record of timely receipt of seven-eight semi-annuities, without any material deductions. The cash flows are diversified, with the top three assets viz. DATRPL, QEPL and AJUHPL estimated to account for ~32% of the total inflows in FY2026P. Further, the asset portfolio has geographical diversification with presence across 12 states and one union territory, and top three states/ union territories – J&K, UP, and the NCR, together constituting ~48% of the total inflows in FY2026P. The recent acquisition of two NHAI BOT-annuity road assets in FY2026P is expected to improve the stability and diversification of cash flows to an extent.

Strong financial profile with robust coverage metrics – The InvIT has a robust cash flow cover, with projected average DSCR of more than 1.8 times and estimated net leverage of ~56% as of March 2026 in ICRA's base case assumptions. The rating takes comfort from the structural features of the debt at Cube InvIT, including maintenance of a three months' DSR throughout the loan tenure and provision for cash trap mechanism in case the DSCR falls below 1.3 times.

Cash pooling benefit of InvIT and regulatory cap on consolidated leverage – The InvIT benefits from the cash flow pooling for the SPVs and the Trust, which ensures that the pooled cash flows are available for meeting the regular and periodic maintenance expenses and debt servicing of the InvIT. The cash pooling helps to ensure that major maintenance of the SPVs is not impacted by the lack of funding, especially as the SPVs do not plan to maintain any MMR (except for MBEL, wherein the MMR will be maintained in line with the stipulated terms as per the financing documents of the SPV). Additionally, SEBI InvIT regulations restricts the aggregate consolidated borrowings and deferred payments for the InvIT and its SPVs, thereby limiting the leverage that can be undertaken by the Trust. The rating considers the InvIT's strong financial risk profile with estimated net leverage of ~56% in ICRA's base case assumptions, which remains within the regulatory threshold.

Credit challenges

Risks inherent in BOT toll road projects – Cube InvIT is exposed to risks inherent in toll road projects including those arising from the cyclicity in traffic growth, inflation-linked toll rate increase, risk of political acceptability of rate hikes over the concession period, the likelihood of toll leakages, development or improvement of alternative routes or alternate modes of transportation. In this regard, ICRA notes the relatively weaker performance of two of the toll road assets namely – WVEPL and WUPTPL – in FY2025, primarily due to diversions to alternative routes/reduced traffic movement. Nonetheless, the contribution to consolidated cash flows available for debt servicing (CFADS) in FY2026P remains modest (~6%). DATRPL, the largest asset in terms of revenues, is exposed to alternative route risk from the existing YExp as well as the upcoming DME. However, the impact of YExp on DATRPL has been relatively low as reflected in a healthy CAGR in its traffic over the five years that ended in FY2025. Any material diversion in traffic with the commencement of DME, which could have a bearing on the overall toll collections and debt coverage indicators, will remain a key monitorable. While the InvIT has most assets in concession from the NHAI, it has one asset (NAMEL) with concession from the state authority. This exposes the Trust to risks arising from decisions of the state authority with respect to the applicability of toll rates. Nevertheless, no material delays have been observed in the receipt of toll notifications from the authority mitigating the risk to an extent.

Undertaking regular and periodic maintenance/capex within budgeted cost – The cash flows of the underlying assets depend on timely undertaking of regular O&M and MM, within the budgeted costs, as per the CA. The benefits of cash flow pooling for the SPVs and the Trust ensures that the pooled cash flows are available for meeting the regular and periodic maintenance

expenses. Besides, the facility agreement stipulates creation of MMR equivalent of the next three months of MM expenses. Given the bunching up of MM for the TOT bundle and HAM assets, MM expenses are expected to be higher in FY2029 and FY2036, thereby resulting in moderation in coverage metrics in those years. However, the cash flow pooling benefit from multiple SPVs and computation of net distributable cash flow after setting aside of funds for operational and MM expenses before distribution to unitholders, provides comfort. Nevertheless, any significant variations from the budgeted levels can impact the Trust’s cash flows and remains a key rating monitorable.

ICRA notes that the fourth annuity of MHPL has seen a deduction of Rs. 20.7 crore towards the recovery of excess payment milestone paid considering CPI(IW) of Hyderabad and the linking factor of Hyderabad, as well as levy of penalty for delay in completion of punch list items amounting to ~Rs. 135 crore, as per the provisions of CA. Nonetheless, the recent (6th to 7th) annuity payments have been received without any deductions. The penalty has been contested by the concessionaire and stands under arbitration. At present, the High Court has granted stay on any further actions by the authority for subsequent deductions until the arbitral tribunal decides on the matter. Any adverse outcome of the arbitration, which could have material impact on InvIT’s cash flows, will be a key monitorable.

Liquidity position: Strong

The liquidity position is strong with operational cash flows adequate to meet the O&M expenses, and debt servicing requirement of ~Rs. 1,900-2,000 crore p.a. (excluding refinancing of commercial paper) for FY2026 and FY2027. Cube InvIT has cash and bank balances (including fixed deposits) of ~Rs. 1,501 crore as on March 31, 2025, of which around Rs. 330 crore is kept towards the debt service reserve (equivalent to three months of principal + interest obligations) at CHT and MBEL and Rs. 1,171 crore as unencumbered cash balances (including Rs. 30 crore of major maintenance reserve for MBEL). DSR equivalent to Rs. 150 crore is maintained in the form of bank guarantee.

Rating sensitivities

Positive factors – Not Applicable

Negative factors – Pressure on the rating could arise if there are any debt-funded acquisitions that result in a large increase in leverage/LTV. Any material decline in cash inflows in SPVs resulting in average DSCR over the debt tenure falling below 1.8 times for the combined portfolio of the InvIT could also trigger a downgrade. Moreover, the rating could come under pressure if there is any non-adherence to the debt structure.

Analytical approach

Analytical approach	Comments
Applicable rating methodologies	Corporate Credit Rating Methodology Infrastructure Investment Trusts Roads - Annuity Roads – BOT Toll Roads - Hybrid Annuity Policy on withdrawal of Credit Ratings
Parent/Group support	Not Applicable
Consolidation/Standalone	The rating is based on the consolidated financial statements of the issuer (list of entities in Annexure II)

About the company/ trust

Cube Highways Trust (Cube InvIT/the Trust) is an irrevocable trust set up under the Indian Trusts Act, 1882 and is registered with the Securities and Exchange Board of India (SEBI) as an Infrastructure Investment Trust under the Securities and Exchange Board of India (Infrastructure Investment Trusts) Regulations, 2014, as amended. The sponsors of the Trust are Cube Highways and Infrastructure Pte Ltd, and Cube Highways and Infrastructure III Pte Ltd. The Investment Manager (IM) of the Trust is Cube Highways Fund Advisors Private Limited (CHFAPL), the Project Manager (PM) is Cube Highways and Transportation Assets

Advisors Private Limited (CHATAAPL), and the Trustee is Axis Trustee Services Limited. The Trust received registration from SEBI on April 05, 2022. The Trust was listed on stock exchange in April 2023.

At present, Cube InvIT comprises 27 assets (consisting of 17 toll road assets, three NHAI annuity road assets, six NHAI HAM assets and one state toll road asset).

Project SPV/ Asset	Project Type	Concession Authority	State/Location
Tranche 1 assets			
Andhra Pradesh Expressway Pvt. Ltd.	BOT Annuity project	NHAI	Andhra Pradesh
Jaipur Mahua Tollway Pvt. Ltd.	BOT Toll Road project	NHAI	Rajasthan
Mahua Bharatpur Expressways Ltd.	BOT Toll Road project	NHAI	Rajasthan
Farakka-Raiganj Highways Private Limited	BOT Toll Road project	NHAI	West Bengal
Walayar Vadakkencherry Expressways Private Limited	BOT Toll Road project	NHAI	Kerala
Nelamangala Devihalli Expressway Pvt. Ltd.	BOT Toll Road project	NHAI	Karnataka
Western UP Tollway Pvt. Ltd.	BOT Toll Road project	NHAI	Uttar Pradesh
DA Toll Road Pvt Ltd.	BOT Toll Road project	NHAI	Delhi NCR
Ghaziabad Aligarh Expressway Private Ltd.	BOT Toll Road project	NHAI	Uttar Pradesh
Hazaribagh Tollway Pvt. Ltd.	TOT Road project	NHAI	Jharkhand
Jhansi Vigakheth Tollway Pvt. Ltd.	TOT Road project	NHAI	Uttar Pradesh
Jhansi Lalitpur Tollway Pvt. Ltd.	TOT Road project	NHAI	Uttar Pradesh
Kanyakumari Etturavattam Tollway Pvt. Ltd.	TOT Road project	NHAI	Tamil Nadu
Nanguneri Kanyakumari Tollway Pvt. Ltd.	TOT Road project	NHAI	Tamil Nadu
Salaipudhur Madurai Tollway Pvt. Ltd.	TOT Road project	NHAI	Tamil Nadu
Madurai Kanyakumari Tollway Pvt. Ltd.	TOT Road project	NHAI	Tamil Nadu
Kotwa Muzaffarpur Tollway Pvt. Ltd.	TOT Road project	NHAI	Bihar
Lucknow Raebareli Tollway Pvt. Ltd.	TOT Road project	NHAI	Uttar Pradesh
Project SPV/ Asset	Project Type	Concession Authority	State/Location
Tranche 2 assets			
Borgaon Watambare Highways Private Limited	Hybrid Annuity Mode	NHAI	Maharashtra
Mangloor Highways Private Limited	Hybrid Annuity Mode	NHAI	Telangana
Mangalwedha Solapur Highways Private Limited	Hybrid Annuity Mode	NHAI	Maharashtra
Tirumala Highways Private Limited	Hybrid Annuity Mode	NHAI	Andhra Pradesh
Shankarampet Projects Private Limited	Hybrid Annuity Mode	NHAI	Telangana
Srirangam Infra Private Limited	Hybrid Annuity Mode	NHAI	Tamil Nadu
N.A.M. Expressway Ltd.	BOT Toll Road project	Govt. of Andhra Pradesh and Telangana	Andhra Pradesh and Telangana
Project SPV/ Asset	Project Type	Concession Authority	State/Location
Tranche 3 assets			
Quazigund Expressway Pvt. Ltd.	BOT Annuity project	NHAI	Jammu & Kashmir
Athaang Jammu Udampur Highway Pvt. Ltd.	BOT Annuity project	NHAI	Jammu & Kashmir

Source: Cube InvIT, ICRA Research

Key financial indicators (audited)

CHT – Consolidated	FY2024	FY2025
Operating income (OI)	2,919.6	3,317.3

CHT – Consolidated	FY2024	FY2025
PAT	-705.9	-35.7
OPBDIT/OI (%)	61.7%	67.6%
PAT/OI (%)	-24.2%	-1.1%
Total outside liabilities/Tangible net worth (times)	0.9	1.4
Total debt/OPBDIT (times)	6.0	6.8
Interest coverage (times)	2.1	2.0

Source: Cube InvIT, ICRA Research; All ratios as per ICRA's calculations; Amount in Rs. crore; PAT: Profit after tax; OPBDIT: Operating profit before depreciation, interest, taxes and amortisation; CHT follows Ind-AS and key financial ratios are not representative of actual cash flows.

Status of non-cooperation with previous CRA: Not applicable

Any other information: The debt structure also has credit rating linked debt acceleration clause, which if materialises, could expose the Trust to refinancing risk.

Rating history for past three years

Instrument	Current (FY2026)			Chronology of rating history for the past 3 years							
	Type	Amount rated (Rs. crore)	July 23, 2025	FY2026		FY2025		FY2024		FY2023	
				Date	Rating	Date	Rating	Date	Rating	Date	Rating
Fund-based – Term loan	Long-term	10,450.00	[ICRA]AAA (Stable)	Apr 21, 2025	[ICRA]AAA (Stable)	May 31, 2024	[ICRA]AAA (Stable)	Jun 02, 2023	[ICRA]AAA (Stable)	-	-
				-	-	Dec 17, 2024	[ICRA]AAA (Stable)	May 12, 2023	[ICRA]AAA (Stable)	-	-
				-	-	Jan 28, 2025	[ICRA]AAA (Stable)	-	-	-	-
Non-fund based	Long-term	250.00	[ICRA]AAA (Stable)	Apr 21, 2025	[ICRA]AAA (Stable)	May 31, 2024	[ICRA]AAA (Stable)	Jun 02, 2023	[ICRA]AAA (Stable)	-	-
				-	-	Dec 17, 2024	[ICRA]AAA (Stable)	May 12, 2023	[ICRA]AAA (Stable)	-	-
				-	-	Jan 28, 2025	[ICRA]AAA (Stable)	-	-	-	-
Non-convertible debentures	Long-term	1,030.00	[ICRA]AAA (Stable)	Apr 21, 2025	[ICRA]AAA (Stable)	May 31, 2024	[ICRA]AAA (Stable)	Jun 02, 2023	[ICRA]AAA (Stable)	-	-
				-	-	Dec 17, 2024	[ICRA]AAA (Stable)	-	-	-	-
				-	-	Jan 28, 2025	[ICRA]AAA (Stable)	-	-	-	-
Non-convertible debentures	Long-term	860.00	[ICRA]AAA (Stable)	Apr 21, 2025	[ICRA]AAA (Stable)	May 31, 2024	[ICRA]AAA (Stable)	-	-	-	-
Non-convertible debentures	Long-term	1,152.0	[ICRA]AAA (Stable)	Apr 21, 2025	[ICRA]AAA (Stable)	-	-	-	-	-	-
Non-convertible debentures	Long-term	8.0^	[ICRA]AAA (Stable); withdrawn	-	-	-	-	-	-	-	-
Proposed term loan	Long-term	-	-	-	-	-	-	-	-	Feb-24-2023	Provisional [ICRA]AAA (Stable)
				-	-	-	-	-	-	May-10-2022	Provisional [ICRA]AAA (Stable)

^Rs. 8.00-crore NCD is not placed and hence, the rating is withdrawn

Complexity level of the rated instruments

Instrument	Complexity indicator
Long-term – Fund-based – Term loan	Simple
Long-term – Non-fund based	Very Simple
Non-convertible debentures (Rs. 1,030.0 crore)	Simple
Non-convertible debentures (Rs. 860.0 crore)	Simple
Non-convertible debentures (Rs. 1,152.0 crore)	Simple

**Not placed/ issued yet, subject to change once the terms are finalised.*

The Complexity Indicator refers to the ease with which the returns associated with the rated instrument could be estimated. It does not indicate the risk related to the timely payments on the instrument, which is rather indicated by the instrument's credit rating. It also does not indicate the complexity associated with analysing an entity's financial, business, industry risks or complexity related to the structural, transactional or legal aspects. Details on the complexity levels of the instruments are available on ICRA's website: [Click here](#)

Annexure I: Instrument details

ISIN	Instrument name	Date of issuance	Coupon rate	Maturity	Amount rated (Rs. crore)	Current rating and outlook
NA	Fund-based – Term loan	Apr-2023	NA	Mar-2042	10,450.0	[ICRA]AAA (Stable)
NA	Non-fund based	NA	NA	NA	250.0	[ICRA]AAA (Stable)
INE0NR607017	Non-convertible debentures	Jun-2023	7.49%	Apr-2041	1,030.0	[ICRA]AAA (Stable)
INE0NR607033	Non-convertible debentures	Feb-2025	7.67%	Dec-2042	860.0	[ICRA]AAA (Stable)
INE0NR607058	Non-convertible debentures	Apr-2025	7.25%	Apr-2028	552.0	[ICRA]AAA (Stable)
INE0NR607066	Non-convertible debentures	Apr-2025	7.30%	Apr-2032	600.0	[ICRA]AAA (Stable)
NA	Non-convertible debentures [^]	NA	NA	NA	8.0	[ICRA]AAA (Stable); reaffirmed and withdrawn

Source: Cube InvIT, ICRA Research; [^]Rs. 8.0 crore NCD is unplaced and hence, the rating is withdrawn

[Please click here to view details of lender-wise facilities rated by ICRA](#)

Annexure II: List of entities considered for consolidated analysis

Company/SPV Name	Ownership	Consolidation Approach
Andhra Pradesh Expressway Pvt. Ltd.	100.00%	Full Consolidation
Jaipur Mahua Tollway Pvt. Ltd.	100.00%	Full Consolidation
Mahua Bharatpur Expressways Ltd.	99.97%	Full Consolidation
Farakka-Raiganj Highways Private Limited	100.00%	Full Consolidation
Walayar Vadakkencherry Expressways Private Limited	100.00%	Full Consolidation
Nelamangala Devihalli Expressway Pvt. Ltd	100.00%	Full Consolidation
Western UP Tollway Pvt. Ltd.	100.00%	Full Consolidation
DA Toll Road Pvt Ltd.	100.00%	Full Consolidation
Hazaribagh Tollway Pvt. Ltd.	100.00%	Full Consolidation
Jhansi Vigakhet Tollway Pvt. Ltd.	100.00%	Full Consolidation
Jhansi Lalitpur Tollway Pvt. Ltd.	100.00%	Full Consolidation
Kanyakumari Etturavattam Tollway Pvt. Ltd.	100.00%	Full Consolidation
Nanguneri Kanyakumari Tollway Pvt. Ltd.	100.00%	Full Consolidation
Salaipudhur Madurai Tollway Pvt. Ltd.	100.00%	Full Consolidation
Madurai Kanyakumari Tollway Pvt. Ltd.	100.00%	Full Consolidation
Kotwa Muzaffarpur Tollway Pvt. Ltd.	100.00%	Full Consolidation
Lucknow Raebareli Tollway Pvt. Ltd.	100.00%	Full Consolidation
Ghaziabad Aligarh Expressway Private Ltd.	100.00%	Full Consolidation
N.A.M. Expressway Ltd.	100.00%	Full Consolidation
Borgaon Watambare Highways Private Limited	100.00%	Full Consolidation
Mangloor Highways Private Limited	100.00%	Full Consolidation
Mangalwedha Solapur Highways Private Limited	100.00%	Full Consolidation

Company/SPV Name	Ownership	Consolidation Approach
Tirumala Highways Private Limited	100.00%	Full Consolidation
Shankarampet Projects Private Limited	100.00%	Full Consolidation
Srirangam Infra Private Limited	100.00%	Full Consolidation
Quazigund Expressway Pvt. Ltd.	100.00%	Full Consolidation
Athaang Jammu Udhampur Highway Pvt. Ltd.	100.00%	Full Consolidation

Source: Cube InvIT, ICRA Research

ANALYST CONTACTS

Ashish Modani
+91 22 6169 3300
ashish.modani@icraindia.com

Suprio Banerjee
+91 22 6114 3443
supriob@icraindia.com

Vinay G
+91 40 6939 6424
vinay.g@icraindia.com

Mrinal Jain
+91 124 4545 863
mrinal.j@icraindia.com

RELATIONSHIP CONTACT

L. Shivakumar
+91 22 6114 3406
shivakumar@icraindia.com

MEDIA AND PUBLIC RELATIONS CONTACT

Ms. Naznin Prodhani
Tel: +91 124 4545 860
communications@icraindia.com

HELPLINE FOR BUSINESS QUERIES

+91-9354738909 (open Monday to Friday, from 9:30 am to 6 pm)
info@icraindia.com

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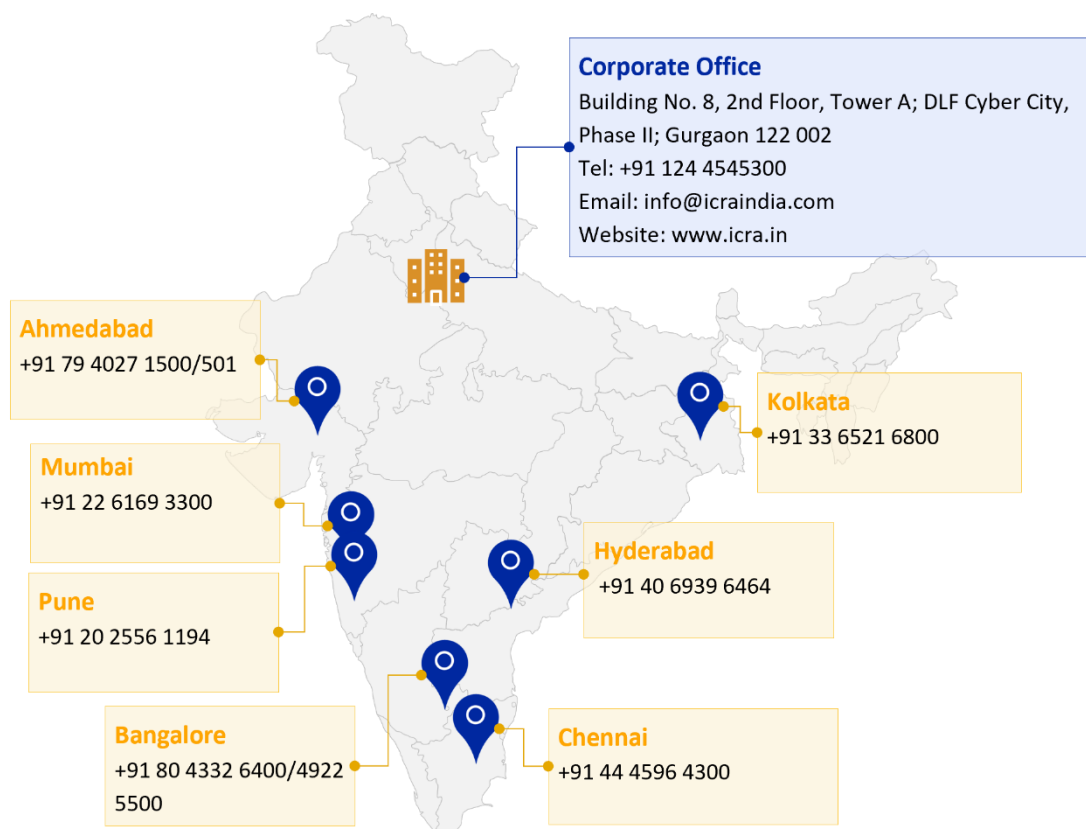
Registered Office

B-710, Statesman House, 148 Barakhamba Road, New Delhi-110001

Tel: +91 11 23357940-45



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