

February 23, 2026

## Madurai Trans Carrier Limited: Ratings reaffirmed; rated amount enhanced

### Summary of rating action

| Instrument*                      | Previous Rated Amount<br>(Rs. crore) | Current Rated Amount<br>(Rs. crore) | Rating Action  |
|----------------------------------|--------------------------------------|-------------------------------------|--|
| Long-term fund based - Term Loan | 22.80                                | 48.42                               | [ICRA]A- (Stable); reaffirmed and assigned for the enhanced amount |
| Long-term- Unallocated           | 2.75                                 | 73.58                               | [ICRA]A- (Stable); reaffirmed and assigned for the enhanced amount |
| <b>Total</b>                     | <b>25.55</b>                         | <b>122.00</b>                       |  |

\*Instrument details are provided in Annexure-I

### Rationale

The rating for the bank lines of Madurai Trans Carrier Limited (MTCL/the company) remains supported by its strong parentage. The company's primary shareholders include The Ramco Cements Limited (TRCL; rated [ICRA]AA+ (Stable)/[ICRA]A1+), Ramco Industries Limited (RIL; rated [ICRA]AA- (Stable)/[ICRA]A1+) and TVS Mobility Private Limited. TRCL has committed to ensuring timely and adequate financial support to MTCL to ensure that the latter's operational and financial commitments are met in a timely manner, as and when required.

At present, MTCL owns and operates an aircraft for the the exclusive use of the key management personnel of the promoter groups. The company's aircraft is operated on a cost-sharing model, wherein the variable expenses (fuel, repairs, airport handling, etc.) are billed based on the actual usage by the promoters. The fixed expenses, such as employee costs, depreciation, interest and principal repayments on the term loans, etc., are billed and collected a month in advance based on an agreed cost-sharing ratio between the promoter groups. MTCL's cash flows are monitored by TRCL and there is a formal system of upfront invoicing of bills and dues falling in the subsequent month, ensuring that there is no slippage in payments. Also, there has been financial support from promoter entities in the form of short-term loans in the past, whenever required. The rating also considers the regulatory risks in the aviation sector.

The company reported modest revenues of Rs. 30.0 crore in FY2025 and Rs. 23.0 crore in 9M FY2026. Its accruals also remain minimal, given the cost-plus nature of operations. In addition to its existing aircraft, the company has placed an order for another aircraft and has availed debt of Rs. 20.0 crore in FY2025 and Rs. 28.4 crore in the current fiscal towards part-payment for the same. The cost of Rs. 180.0 crore for the aircraft is largely to be debt-funded (85%), with the balance debt to be availed in the upcoming fiscal prior to delivery. The balance portion of the aircraft funding is to be met by the promoter entities.

The Stable outlook reflects ICRA's expectation that MTCL will continue to benefit from the strong financial profile of the promoter companies and the expected financial support in case of any shortfall in its cash flows.

### Key rating drivers and their description

#### Credit strengths

**Strong parentage** – MTCL is held by the TVS Mobility Group, comprising TVS Mobility (33.2%) and Fit Consulting and Services Private Limited (19.5%), and the Ramco Group, comprising TRCL (29.9%) and RIL (17.2%). The promoter groups have a strong brand position, healthy financial profiles and an established track record in their respective areas of operations. MTCL was floated to facilitate the captive use of corporate aircraft/helicopters by MTCL's promoters and currently operates one aircraft. The company's board comprises the CEO of TRCL and a Director of TVS Mobility, apart from other key management personnel of both groups. The Ramco Cements Limited has committed to ensuring timely and adequate financial support to MTCL to ensure that its operational and financial commitments are met in a timely manner, as and when required.

**Expense sharing mechanism ensures timely cash flows** – The company's revenues are entirely dependent on the usage of

corporate jets by the promoter entities. The total flying hours stood at 640 hours in FY2025 and 453 hours in 9M FY2026. The company's aircraft is operated on a cost-sharing model, wherein the variable expenses (fuel, repairs, airport handling, etc.) are billed based on the actual usage by the promoters. The fixed expenses, such as employee costs, depreciation, interest and principal repayments on the term loans, etc., are billed and collected a month in advance based on an agreed cost-sharing ratio between the promoter groups. MTCL's cash flows are monitored by TRCL and there is a formal system of upfront invoicing of bills and dues falling in the subsequent month, which ensures that there is no slippage in any payments. Also, the promoter entities have supported MTCL through short-term loans in the past, whenever required. MTCL reported cash profits of Rs. 6.0 crore in FY2025 and Rs. 4.2 crore in 9M FY2026.

### Credit challenges

**Regulatory risks** – MTCL is licensed to operate its aircraft only for non-commercial purposes, and the business is exposed to regulatory requirements with prescribed safety standards and mandatory training requirements for flight operators. Any changes in regulations and MTCL's ability to adapt to the same would remain monitorable.

### Liquidity position: Adequate

MTCL's cash flows are monitored by TRCL and there is a formal system of upfront invoicing of fixed-cost bills and dues falling in the subsequent month, which ensures that there is no slippage in any payments. TRCL will ensure timely and adequate financial support to MTCL as and when required to meet its operational and financial commitments. MTCL had unencumbered cash and liquid balances of Rs. 2.5 crore as on December 31, 2025. As against these sources of cash, it has nil debt repayment obligations in Q4 FY2026 and FY2027 and Rs. 16.5 crore in FY2028 on existing and sanctioned loans. Currently, the company's expected capital expenditure includes the purchase of an aircraft at a cost of Rs. 180.0 crore (including GST), funded through a mix of debt (85%) and promoter company contribution (15%), while maintenance capex remains limited. The company has already tied up term loans to fund a large part of the capex requirement, of which Rs. 73.58 crore remains unutilised currently.

### Rating sensitivities

**Positive factors** – Sharp improvement in the standalone credit profile could support the transition towards a higher rating for MTCL.

**Negative factors** – Deterioration in the credit profile of parent (The Ramco Cements Limited, rated [ICRA]AA+(Stable)/[ICRA]A1+), weakening in the credit profile and liquidity position of MTCL, or weakening of linkages between MTCL and its parent could exert pressure on its rating.

### Analytical approach

| Analytical approach             | Comments   |
|---------------------------------|--|
| Applicable rating methodologies | <a href="#">Corporate Credit Rating Methodology</a>  |
| Parent/group Support            | The Ramco Cements Limited ([ICRA]AA+ (Stable)/[ICRA]A1+) has committed to ensuring timely and adequate financial support to Madurai Trans Carrier Limited, to ensure that the latter's operational and financial commitments are met in a timely manner, as and when there is a need |
| Consolidation/standalone        | The rating is based on the standalone financial profile of the company.  |

### About the company

MTCL was incorporated in 2013 to facilitate the captive use of corporate jets by the promoters of TVS Sons, The Ramco Cements Limited (TRCL), Sundaram Fasteners Limited (SFL) and Ramco Industries Limited (RIL). TVS Sons earlier held a 33.19% stake in MTCL earlier. After the restructuring of the TVS Group, TVS Sons' stake was transferred to TVS Mobility Private Limited (TVS Mobility). SFL transferred its total stake of 19.5% to Fit Consulting and Services Private Limited (FCSPL, part of the TVS

Mobility Group) in FY2025. TVS Mobility Group holds 52.8% (33.2% stake through TVS Mobility Private Limited and 19.5% stake through FCSPL) and the Ramco Group holds 47.2% stake via TRCL (29.86% stake) and RIL (17.17% stake). All costs pertaining to the operations of the aircraft are billed to the promoter companies. At present, the company operates only one aircraft and has ordered another, which is expected to be delivered in FY2027.

### Key financial indicators (audited)

| Standalone  | FY2024 | FY2025 |
|---|--------|--------|
| <b>Operating income</b>                                     | 28.9   | 30.0   |
| <b>PAT</b>  | 0.0    | 0.0    |
| <b>OPBDITA/OI</b>   | 23.8%  | 21.5%  |
| <b>PAT/OI</b>   | 0.1%   | 0.1%   |
| <b>Total outside liabilities/Tangible net worth (times)</b> | 1.7    | 3.0    |
| <b>Total debt/OPBDITA (times)</b>                           | 1.2    | 3.5    |
| <b>Interest coverage (times)</b>                            | 7.1    | 6.8    |

Source: Company, ICRA Research; Note: Amount in Rs. crore; PAT: Profit after Tax; OPBDIT: Operating profit before depreciation, interest, taxes and amortisation; Financial ratios in the report are ICRA adjusted figures and may not be directly comparable with results reported by the company in some instances

**Status of non-cooperation with previous CRA: Not applicable**

**Any other information: Not applicable**

### Rating history for past three years

| Instrument                  | Current ratings (FY2026) |                          |                   | Chronology of rating history for the past 3 years |                   |              |                   |              |   |
|-----------------------------|--------------------------|--------------------------|-------------------|---|-------------------|--------------|-------------------|--------------|---|
|                             | Type                     | Amount rated (Rs. crore) | February 23 2026  | FY2025  |                   | FY2024       |                   | FY2023       |   |
|                             |                          |                          |                   | Date  | Rating            | Date         | Rating            | Date         | Rating  |
| <b>Fund based Term loan</b> | Long Term                | 48.42                    | [ICRA]A- (Stable) | March 07, 2025                                    | [ICRA]A- (Stable) | Feb 15, 2024 | [ICRA]A- (Stable) | Jan 02, 2023 | [ICRA]A+ (CE) (Stable) withdrawn; [ICRA]A- (Stable) assigned simultaneously |
|                             |                          | -                        | -                 | -   | -                 | -            | -                 | May 30, 2022 | [ICRA]A+ (CE) (Stable);   |
| <b>Unallocated</b>          | Long Term                | 73.58                    | [ICRA]A- (Stable) | March 07, 2025                                    | [ICRA]A- (Stable) | -            | -                 | Jan 02, 2023 | [ICRA]A- (Stable); withdrawn  |
|                             |                          | -                        | -                 | -   | -                 | -            | -                 | May 30, 2022 | [ICRA]A (Stable)  |

## Complexity level of the rated instruments

| Instrument                         | Complexity indicator |
|------------------------------------|----------------------|
| Long-term - Fund-based - Term loan | Simple               |
| Unallocated limits                 | NA                   |

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   | Term Loan          | FY2025           | 8.0%-8.5%   | FY2032   | 48.42                    | [ICRA]A- (Stable)          |
| NA   | Unallocated Limits | NA               | NA          | NA       | 73.58                    | [ICRA]A- (Stable)          |

Source: Company

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

## Annexure II: List of entities considered for consolidated analysis

Not Applicable

## ANALYST CONTACTS

**Jitin Makkar**

+91 124 4545 368

[jitinm@icraindia.com](mailto:jitinm@icraindia.com)

**Sruthi Thomas2**

+91 80 4332 6430

[sruthi.thomas2@icraindia.com](mailto:sruthi.thomas2@icraindia.com)

**Srikumar Krishnamurthy**

+91 44 4596 4318

[ksrikumar@icraindia.com](mailto:ksrikumar@icraindia.com)

**Swaminathan S**

+91 44 4596 4316

[swaminathan.s@icraindia.com](mailto:swaminathan.s@icraindia.com)

## RELATIONSHIP CONTACT

**L Shivakumar**

+91 22 6114 3406

[shivakumar@icraindia.com](mailto:shivakumar@icraindia.com)

## MEDIA AND PUBLIC RELATIONS CONTACT

**Ms. Naznin Prodhani**

Tel: +91 124 4545 860

[communications@icraindia.com](mailto:communications@icraindia.com)

## HELPLINE FOR BUSINESS QUERIES

+91-9354738909 (open Monday to Friday, from 9:30 am to 6 pm)

[info@icraindia.com](mailto:info@icraindia.com)

## ABOUT ICRA LIMITED

ICRA Limited was set up in 1991 by leading financial/investment institutions, commercial banks and financial services companies as an independent and professional investment Information and Credit Rating Agency.

Today, ICRA and its subsidiaries together form the ICRA Group of Companies (Group ICRA). ICRA is a Public Limited Company, with its shares listed on the Bombay Stock Exchange and the National Stock Exchange. The international Credit Rating Agency Moody's Investors Service is ICRA's largest shareholder.

For more information, visit [www.icra.in](http://www.icra.in)

## ICRA Limited

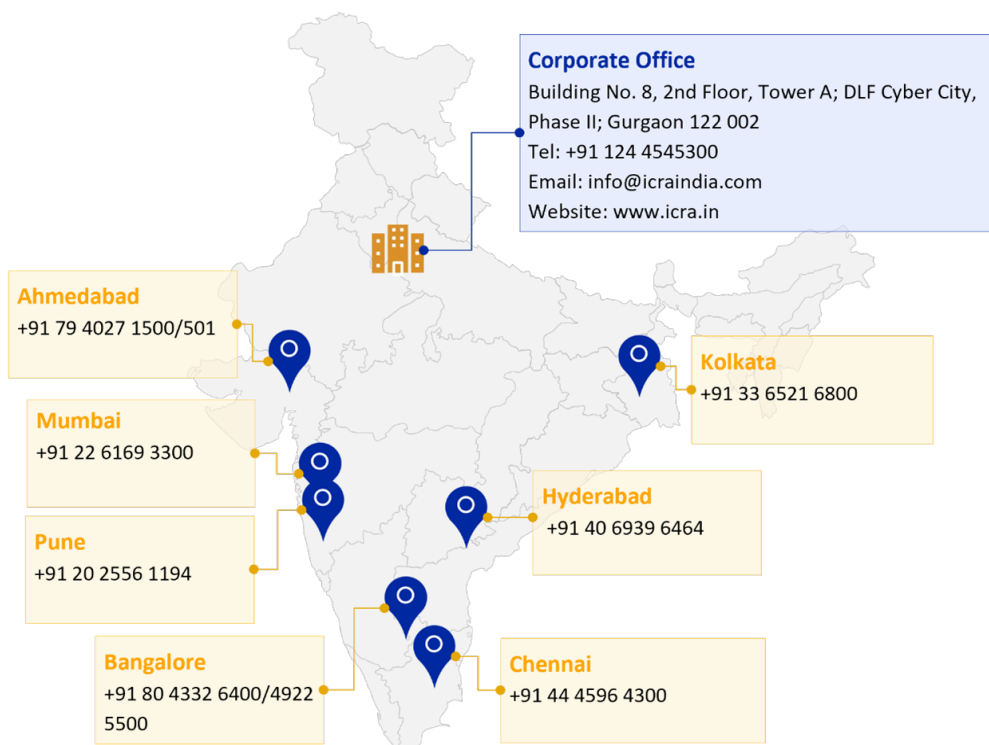


### Registered Office

B-710, Statesman House 148, Barakhamba Road, New Delhi-110001  
Tel: +91 11 23357940-45



### Branches



© Copyright, 2026 ICRA Limited. All Rights Reserved.

Contents may be used freely with due acknowledgement to ICRA.

ICRA ratings should not be treated as recommendation to buy, sell or hold the rated debt instruments. ICRA ratings are subject to a process of surveillance, which may lead to revision in ratings. An ICRA rating is a symbolic indicator of ICRA's current opinion on the relative capability of the issuer concerned to timely service debts and obligations, with reference to the instrument rated. Please visit our website [www.icra.in](http://www.icra.in) or contact any ICRA office for the latest information on ICRA ratings outstanding. All information contained herein has been obtained by ICRA from sources believed by it to be accurate and reliable, including the rated issuer. ICRA however has not conducted any audit of the rated issuer or of the information provided by it. While reasonable care has been taken to ensure that the information herein is true, such information is provided 'as is' without any warranty of any kind, and ICRA in particular, makes no representation or warranty, express or implied, as to the accuracy, timeliness or completeness of any such information. Also, ICRA or any of its group companies may have provided services other than rating to the issuer rated. All information contained herein must be construed solely as statements of opinion, and ICRA shall not be liable for any losses incurred by users from any use of this publication or its contents.