

Markolines®

Markolines Pavement
Technologies Limited

INVESTOR PRESENTATION

Q3 & 9M - FY2026

*Paving The Path
Towards An
Innovative Future*





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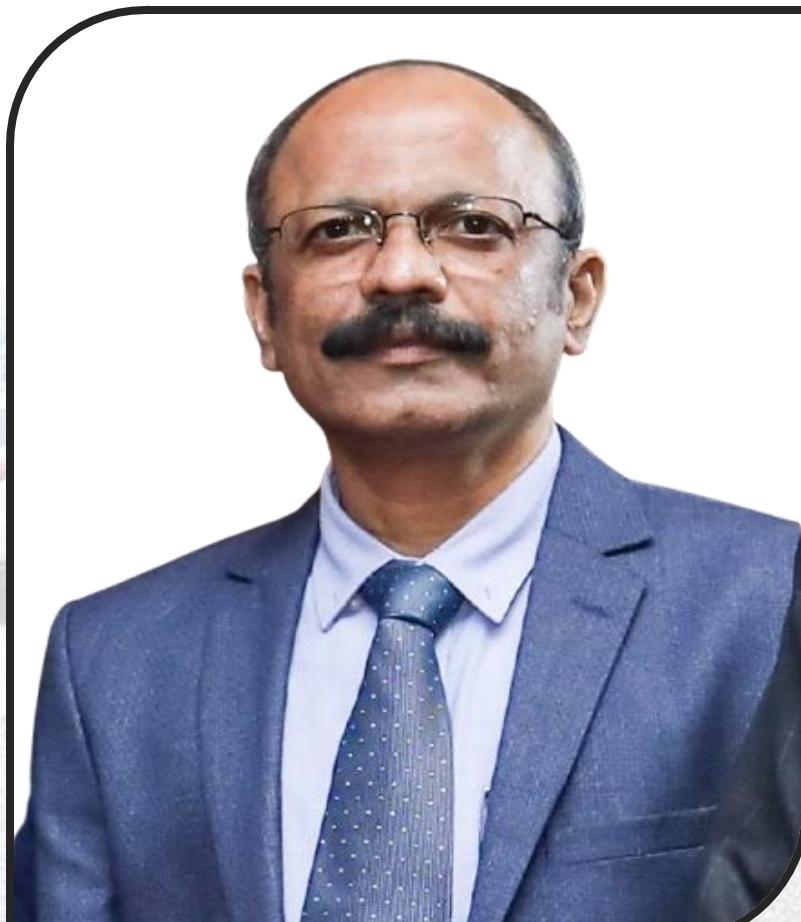
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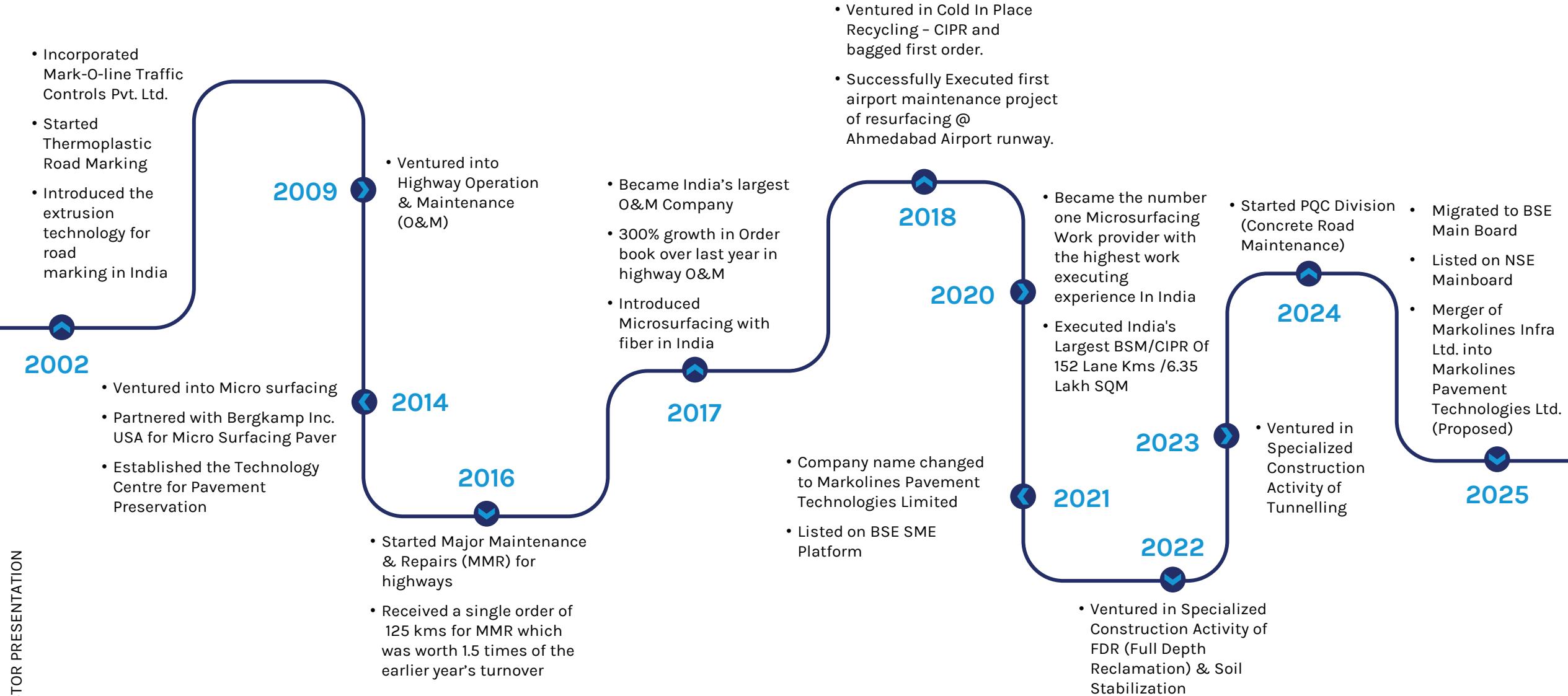
- Strengthening our 23-year legacy through operational excellence and disciplined execution.
- Transition to BSE and NSE Main Boards has enhanced visibility and expanded our investor base.
- Q3 & 9M performance reflects resilience of our execution-led model.
- Focused project selection and cost discipline driving stable margins.
- Healthy order book ensuring strong revenue visibility.
- Infrastructure upcycle supported by government capex, asset monetisation (TOT/InvITs) and Union Budget thrust.
- Accelerating execution expected to improve productivity and billing cycles.
- Confident of delivering strong revenue and earnings growth ahead.
- Exploring select adjacent infrastructure opportunities.
- Debt-light balance sheet supports sustainable long-term growth.

MR. SANJAY B PATIL
Founder, Chairman & Managing Director

- 1 Founded in 2002 with single Service: **Road Marking**
- 2 Transformed into **India's Largest Maintenance Company** in the highway sector
- 3 Only Company in India with a **Technology Centre** for pavement preservation
- 4 India's **1st Highway O&M company** listed on Mainboard BSE & NSE
- 5 **PAN India** presence



OUR JOURNEY





LEADERSHIP

OUR PROMOTERS



Mr. Sanjay B Patil

Founder, Chairman & Managing Director

A seasoned professional with over three decades of experience in the road infrastructure sector. Successfully led Markolines' transformation into a multi-service infrastructure provider. Known for hands-on leadership, timely execution and strong customer focus. Holds a Mechanical Engineering degree and serves as a member of ASSOCHAM's National Council on Roads and Highways.

Mr. Vijay R Oswal

Founder & Chief Financial Officer

A dynamic leader with over three decades of experience across infrastructure, finance, manufacturing and international business. His sharp business acumen and strategic planning have propelled Markolines' growth. A qualified Business Performance Coach, he is a Chemical Engineer with a management degree.



LEADERSHIP TEAM



Mr. Praveen Panchal

Director

Mr. Panchal, with 30 years of experience in the Financial Services sector, joins the management team to strengthen business development and finance. His expertise in process management, team leadership and operational planning will support the company's growth. He holds a Bachelor's degree in Commerce from Pune University.



Mr. S P Nagarkar

Director - Technical

A seasoned professional with over three decades of infrastructure experience, leading technology innovation and operational efficiency at Markolines. Experienced in construction and highway asset management, he holds a Bachelor of Science degree and a Post-Graduate Diploma in Business Administration.



Mr. Anil Nikam

Chief Executive Officer

Mr. Anil Nikam, is an infrastructure professional with 30+ years of experience in operations, business development and project management across roads, highways, and energy projects. He holds a Civil Engineering degree from Shivaji University, a Project Management diploma from NICMAR, and a Financial Management program from ICFAI.



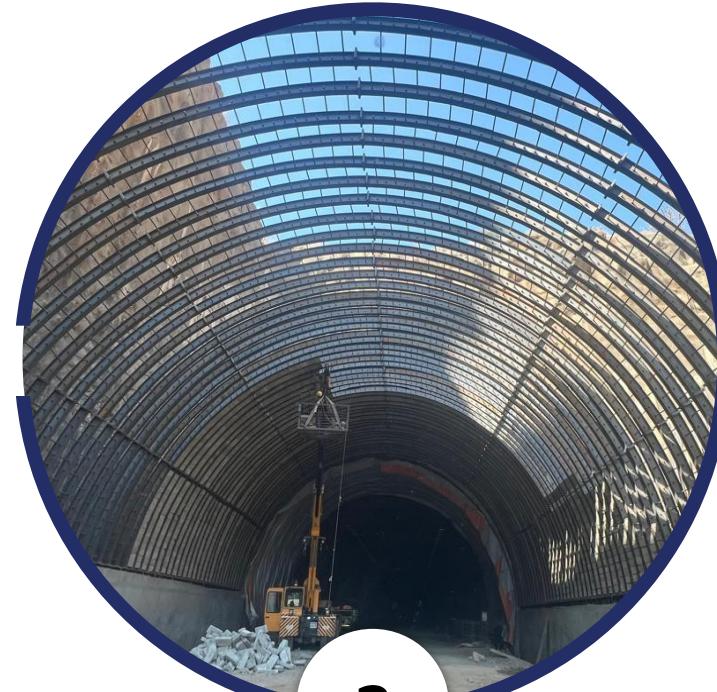
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**HIGHWAY
MAINTENANCE**



2

**SPECIALIZED
MAINTENANCE
SERVICES**



3

**SPECIALIZED
CONSTRUCTION
SERVICES**



HIGHWAY MAINTENANCE



PREVENTIVE MAINTENANCE

Proactive treatments to address early road deterioration, preserving asset value and extending road life.

Key Services:

- Micro Surfacing
- Crack Sealing
- Slurry Sealing
- Fog Sealing
- Surface Dressing
- Chip Seal



MAJOR MAINTENANCE & REPAIRS (MMR)

Involves removing one or more layers of the existing road and replacing them with new one.

Key Services:

- Pavement Milling
- Bituminous Overlay / Resurfacing
- Repair and Rehabilitation of Pavement
- Cold In Place Recycling (CIPR)
- Repair / Replacement of Road Furniture like MBCB, RPM, Blinkers, and Pavement Markings etc.



RIGID PAVEMENT MAINTENANCE

Specialized maintenance for high-load cement concrete pavements to enhance durability and riding quality.

Key Services:

- Panel Replacement for structural distresses
- Subgrade & Base Repairs (DLC/GSB)
- Crack Repairs using stitching, stapling, or panel replacement
- Ravelling & Roughness Treatment with specialty chemicals
- Joint Separation & Sealant Repair with micro concrete solutions



MICRO SURFACING

A fast, cost-effective surface treatment that extends road life using advanced microsurfacing and in-house tech backed by global partnerships.

SPECIALIZED MAINTENANCE SERVICES

Key Services:

- Microsurfacing with Suspended Fiber Technology (MS-SFT)
- Crack Sealing
- Fog Sealing
- Slurry Sealing
- Microsurfacing + Rut Filling
- Surface Dressing / Chip Seal
- Cape Seal (Chip Seal + Microsurfacing)



COLD-IN-PLACE RECYCLING

A specialized road rehabilitation process that reuses existing asphalt on-site with foamed bitumen/emulsion using in-house machinery for efficient and sustainable pavement restoration.



Key Services:

- In-place asphalt milling up to 200mm
- Mixing with foamed bitumen/emulsion
- Pavement relaying using recycler, grader, and rollers
- Deep asphalt defect correction (rutting, fatigue cracking, utility cuts)
- Minor profile corrections with minimal traffic disruption



SOIL STABILISATION/ FDR

Process of enhancing soil strength and moisture resistance using cement, lime or chemical additives.

Applications:

- Essential for new greenfield highway projects
- Used in Full-Depth Reclamation (FDR) to strengthen base and sub-base layers in existing pavements

SPECIALIZED CONSTRUCTION SERVICES



TUNNELING

Construction of artificial underground passages through hills, mountains, or beneath the ground and water for enhanced connectivity, reduced distance and improved logistics.



Industry Applications:

- Roads
- Railways
- Pipelines



- 1 **122** Lakhs Sqm of Micro surfacing work in India
- 2 **5,381** Lane KM MMR Work in India
- 3 **Rs. 347.36 Cr.** unexecuted order Book as on 31 December 2025
- 4 **1.37** Lakhs Cum FDR/ Soil Stabilization Work in India
- 5 **197.52** Lane Kms Highest CIPR Experience in India





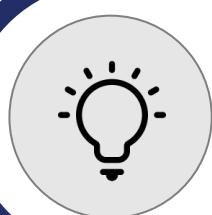
STRENGTH

- Established expertise in road infrastructure and highway maintenance.
- Strong portfolio of completed projects across national and state highways.
- Skilled workforce with domain-specific knowledge and on-ground experience.
- In-house capabilities for both routine and specialized maintenance
- Strong and long-standing relationships with clients as well as regulatory and government authorities.
- Proven track record of adhering to timelines and quality standards.
- Ability to offer end-to-end solutions, including planning, execution and asset management.



WEAKNESS

- This industry demands highly skilled workforce which is currently impacted due to a high demand in workforce.
- Dependence on government contracts, making revenue vulnerable to policy and budget changes.
- High capital expenditure and operational costs.
- Delays in client payments can significantly impact cash flow and overall profitability.



OPPORTUNITIES

- India has the second-largest road network in the world, which continues to expand rapidly.
- Increased government focus on infrastructure development, supported by rising budget allocations.
- Growing interest from the private sector and influx of overseas investments in infrastructure projects.
- Leadership advantage and limited number of market players offers a competitive edge.
- Potential for expansion into international and neighbouring developing markets with similar infrastructure demands.



THREATS

- Fluctuating prices of raw materials and fuel can adversely affect project cost structures.
- Natural disasters and extreme weather conditions can disrupt maintenance schedules and impact road safety.
- Intensifying competition within the industry could affect the market share and profitability.

BSE MAINBOARD MIGRATION

Migrated to the BSE Mainboard with a noticeable spurt in trading volumes, reflecting growing investor interest and improved market participation.



LISTED ON NSE MAIN BOARD

Successfully listed on the NSE Main Board on 14th October 2025, enhancing the company's visibility, liquidity and investor accessibility.



MERGER STATUS UPDATE

The Company is in the process of resubmitting the merger application with BSE and NSE, after which the requisite regulatory and statutory approvals will be pursued as per the planned timelines.





BUILDING ON OUR LEGACY

OUR COMPETITIVE ADVANTAGES

Excellent Regional & cultural understanding



Strict adherence to SOPs & Ethical practices



Strong, Integral & Experienced Executive Team



Efficient Contingency & Risk Management



100% Compliance of statutory requirements



Paving the path towards innovative future by introducing newest technologies in India



Focus on Health, Safety, Security & Environment (HSSE)



Customer Centric & Proactive approach



Establishing latest Technology (Introduced Micro Surfacing with Fiber in India)

KEY DRIVERS

MARKET LEADERSHIP

Markolines enjoys the clear leadership in the Highway Maintenance Segment. It is the only Company in India providing exclusive and complete array of services in Highway O&M.

TRACK RECORD

Markolines have a strong track record of Operation and Maintenance of Highway assets. Their growth in turnover over last few years is a proof that they are preferred vendor and contractor for their clients. Their clientele includes all the major players in the industry.

EXPERIENCED TEAM

The Founders/Directors are active in the business. They are the driving force, giving leadership and direction to the business. Markolines has a very stable Operation / Execution team. The Attrition in the team is very low. Most of the team members have been with Markolines since long time.

ROBUST BUSINESS MODEL

Markolines is a largest and only O&M company offering one-stop solution for complete range of Highway Maintenance Services. Markolines has an experience of managing more than 20,000 lane kms of National Highway in India.



FIRST MOVER ADVANTAGE

A key growth driver for Markolines is its early adoption of emerging technologies, leading to a market-leading position in India for Microsurfacing and Cold In-Place Recycling in both quality and volume, along with ventures into soil stabilization.

CHANGING TRENDS-ENTRY OF INTERNATIONAL FUNDS

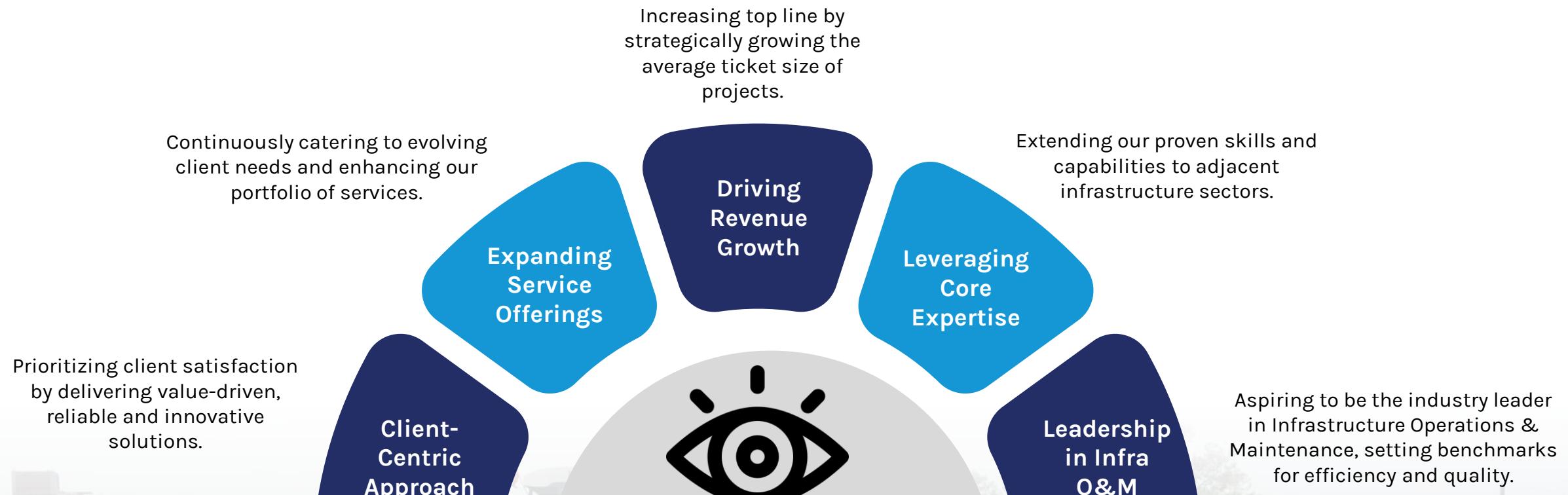
Changing Indian market
International Funds entering Indian highway O&M business.
Markolines is a preferred vendor with all Multinational/Domestic Funds/InvITs.

STRONG ORDER BOOK

Markolines unexecuted order book of Rs. 347.36 Cr. as on December 31, 2025, with an additional Rs. 600+ crore in pipeline at various stages of finalization. The strong renewal cycle of roads every 5-7 years, coupled with Markolines' market leadership, supports healthy order conversion visibility.

HUGE POTENTIAL BACKED BY STRONG INFRASTRUCTURE GROWTH

Owing to the strongly growing road and highway network, there is huge scope for improving the quality of roads and thereby the need for Specialized Maintenance Services



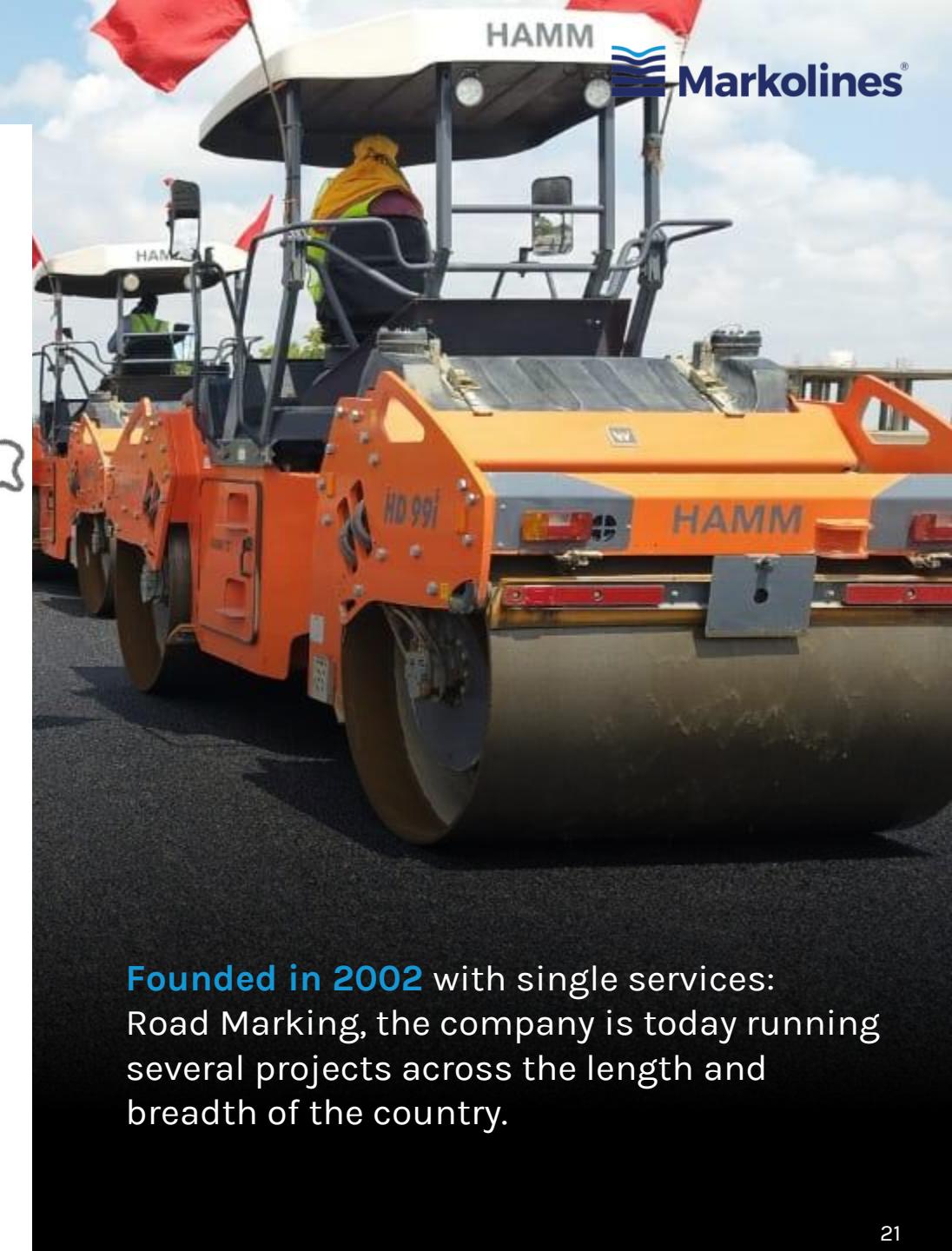
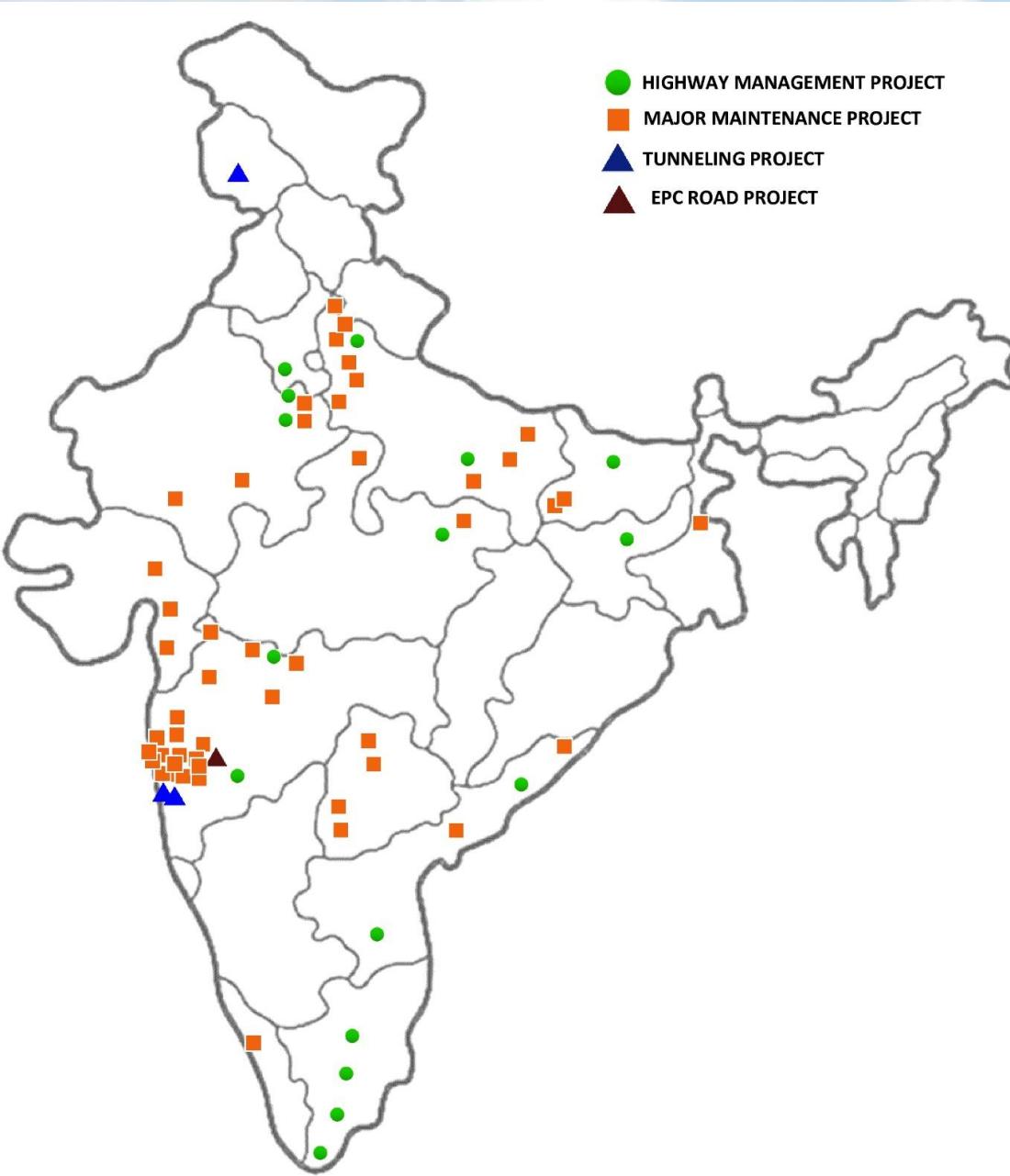
ORDER BOOK SUMMARY

MARKOLINES PAVEMENT TECHNOLOGIES LIMITED

(In Rs. Cr.)

Segments	Order Book as on 31 th December 2025
Major Maintenance & Repairs (MMR)	146.96
Specialized Construction Segment	200.40
Total	347.36
Orders in pipeline	600+

OUR PROJECTS



Founded in 2002 with single services:
Road Marking, the company is today running
several projects across the length and
breadth of the country.

OUR CLIENTELE



Cube Highways and Transport Assets Advisors Pvt. Ltd.



Interise Trust



Nxt-Infra Trust



TATA REALTY AND INFRASTRUCTURE LIMITED



ROADiS



Vertis Infrastructure Trust



Safeway Concessions



L&T Infrastructure Finance Company Ltd.



Maharashtra - State Infrastructure Development Corporation



Mumbai Metropolitan Region Development Authority



Public Works Developemenet



Gram Vikas Vibhag-UP



New Mumbai Municipal Corporation



National Highway Authority of India



Pune Municipal Corporation



Brihanmumbai Municipal Corporation



Surat Municipal Corporation



Government of Uttarakhand



Pradhan Mantri Gram Sadak Yojana



IRCON - Soma Tollway Pvt. Ltd.



A Navratna Company



Hindustan construction Company Limited



Peak Infrastructure Management Services



NAVAYUGA Engineering Company Limited



Nagarjuna Construction Company Ltd.



Ashoka Buildcon Limited



Athaang Infrastructure Pvt Ltd



SARUS



Trans Metalite



JNPA

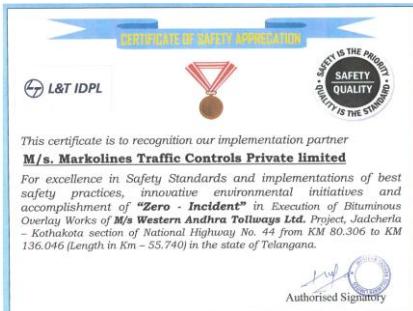


Sekura India Management Limited

APPRECIATION & AWARDS



Certificate of Appreciation for Zero - Lost Time Injuries by WUTPL



Certificate of Appreciation Zero- Incident by WATL



Certificate of Appreciation for Incident-free Project Execution by UEPL



Certificate of Appreciation for Incident-free Project Execution by ISTPL



Certificate of Appreciation for Zero - Lost Time Injuries by DATRPL



Certificate of Appreciation for Implementation & Maintaining Good HSE Practices by MBL GSY

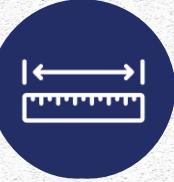


Certificate of Appreciation for Zero - Lost Time Injuries by NIRMAL BOT



INDUSTRY OVERVIEW





NATIONAL HIGHWAY NETWORK

India has witnessed a massive expansion in total NH Network Increased from 91,287 km in March 2014 to 146,342 km now. ([Source](#))



AVERAGE PACE OF NATIONAL HIGHWAY

The average construction pace of national highways increased significantly—from 11.6 km per day (2014) to 34 km per day (Jun 2025). ([Source](#))



INVESTMENT MONETIZATION

NHAI Completes Largest InvIT Monetization of Over Rs. 18,000 Cr. ([Source](#))

RECENT CABINET DECISIONS

Approves extension corridor from **Noida Sector 142** to Botanical Garden (Noida) for a length of **11.56 Km** with **8 stations**

February 14, 2026

Approves Rehabilitation and upgradation of Ghoti - Trimbak (Mokhada) - Jawhar - Manor - Palghar section of **NH-160A** to **2 Lane / 4 Lane** with paved shoulder configuration with a **Total Length of 154.635 km** and **Total Capital Cost of Rs. 3320.38 Cr.** in Maharashtra

February 14, 2026

Approves upgradation of Dhamasiya-Bitada/ Movi and Nasarpore-Malotha Sections of **National Highway-56** to **Four-Lane Standard** in Gujarat at a **Total Capital Cost of Rs.4583.64 Cr.**

Source - <https://www.pib.gov.in/Allrel.aspx?reg=3&lang=1>



December 31, 2025

Approves Construction of **6-lane greenfield access-controlled Nashik- Solapur- Akkalkot Corridor** in Maharashtra on BOT (Toll) Mode with a project **length of 374 km** worth **Rs.19,142 Cr.**

February 14, 2026

Approves the Widening of **National Highway-167** from Gudebellur to Mahabubnagar on the Hyderabad- Panaji Economic Corridor to **4-Lane Standard** in Telangana with a **Total Project Length of 80.01 km** and **Total Capital Cost of Rs.3175.08 Cr.**

Bharatmala Pariyojana was approved by Government of India covering a length of 34,800 km with an estimated cost of Rs. 5.35 lakh crore to improve connectivity and reduce logistics cost in the country.

Projects covering a total length of 26,425 km have been awarded under Bharatmala Pariyojana. Till March 2025, 20,378 km has been constructed as part of Bharatmala Pariyojana.

The status of various components of Bharatmala Pariyojana as on 31 December 2024 is as under:

Component	Length (km)	Total Length Completed (in km) (upto 31.12.2024)
Economic Corridors	8,737	5,986
Inter Corridors Roads	2,889	2,108
Feeder Roads	973	540
National Corridors	1,777	1,394
National Corridor Efficiency Improvement	824	732
Expressways	2,422	1,791
Border Roads & International Connectivity Roads	1,619	1,400
Coastal Roads	77	72
Port Connectivity Roads	348	120
Balance Road Works under NHDP	6,758	5,058
Grand Total	26,425	19,201

Source - MoRTH/AR-24-25

Total aggregate length of 26,425 km with a total capital cost of Rs. 8,53,656 crore has been approved and awarded till date under Bharatmala Pariyojana (including 6,758 km length of residual NHDP). No further projects are now being taken up under Bharatmala Pariyojana.

Mode wise status of works awarded under Bharatmala Pariyojana is as under:

Mode Of Implication	Length (km)	Awarded Total Capital Cost (Rs. In Cr.)	Length (%)
EPC	14,748	4,06,024	55.81%
HAM	11,269	4,36,522	42.64%
BOT Toll	408	11,111	1.55%
Grand Total	26,425	8,53,656	100%

Source - MoRTH/AR-24-25

DEVELOPMENT OF EXPRESSWAYS AND ACCESS CONTROLLED CORRIDORS...1/4

MoRTH is developing 27 Greenfield corridors of 9,860 km length at a total capital cost of Rs. 4,22,851 crore. Ambala - Kotputli corridor has been opened to public traffic. Sections of Delhi- Mumbai Expressway (Delhi - Lalsot, Jhalawar (Rajasthan) - MP/Gujarat Border, sections of Gujarat), Amritsar - Jamnagar Corridor (Rajasthan Section), Hyderabad - Vishakhapatnam Corridor (Suryapet - Khammam Section) and Indore - Hyderabad Corridor (Maharashtra Section) have been dedicated to the nation.

A. Summary of Greenfield Corridors being developed by MoRTH

Mode Of Implication	Number of Corridors	Length (km)	Total Capital Cost (Rs. In Cr.)
Expressways	5	2,489	1,68,488
Access Controlled	22	7,370	2,54,363
Total	27	9,860	4,22,851

B. List of Greenfield Expressways being developed by MoRTH

Corridor Name	Length (km)	Total Capital Cost (Rs crore)	Target Completion Year
Delhi - Mumbai Expressway	1,386	1,03,636	FY 24-25
Ahmedabad - Dholera	109	4,372	FY 24-25
Bengaluru - Chennai	262	17,356	FY 24-25
Delhi - Amritsar - Katra	669	38,905	FY 25-26
Kanpur - Lucknow Expressway	63	4,219	FY 25-26
Expressways Total	2,489	1,68,488	

Source - MoRTH/AR-24-25

DEVELOPMENT OF EXPRESSWAYS AND ACCESS CONTROLLED CORRIDORS...2/4



List of Access Controlled Corridors being developed by MoRTH

Corridor Name	Length (km)	Total Capital Cost (Rs Cr.)	Target Completion Year
Ambala - Kotputli	313	11,375	Completed
Amritsar - Bhatinda - Jamnagar	917	23,203	FY 25-26
Raipur - Vishakhapatnam	465	17,273	FY 24-25
Hyderabad - Vishakhapatnam	222	6,104	FY 24-25
UER II	75	7,234	FY 23-24
Chennai - Salem	277	7,549	FY 26-27
Chittor - Thatchur	116	4,966	FY 25-26
Bangalore Ring Road	280	11,367	FY 26-27
Delhi - Saharanpur - Dehradun	239	13,101	FY 24-25
Durg - Raipur Arang	92	3,454	FY 25-26
Hyderabad - Raipur	335	10,118	FY 26-27
Surat - Nashik - Ahmednagar - Solapur	730	24,812	FY 26-27

Source - MoRTH/AR-24-25

DEVELOPMENT OF EXPRESSWAYS AND ACCESS CONTROLLED CORRIDORS...3/4



List of Access Controlled Corridors being developed by MoRTH

Corridor Name	Length (km)	Total Capital Cost (Rs Cr.)	Target Completion Year
Solapur - Kurnool - Chennai	329	11,237	FY 25-26
Indore - Hyderabad	525	14,007	FY 24-25
Kharagpur - Moregram	231	10,247	FY 26-27
Kota - Indore (Garoth to Ujjain)	135	2,695	FY 24-25
Nagpur - Vijayawada	401	12,745	FY 25-26
Tharad - Deesa - Mehsana - Ahmedabad	214	10,534	FY 26-27
Bengaluru - Kadappa - Vijayawada EXP	342	14,195	FY 25-26
Varanasi - Ranchi - Kolkata	612	23,200	FY 26-27
Kota - Etawah Expressway	412	12,733	FY 26-27
Mohali - Sirhind - Khanna Bypass - Malerkotla - Barnala	108	2,214	FY 26-27
Access Controlled Total	7,370	2,54,643	

Source - MoRTH/AR-24-25

DEVELOPMENT OF EXPRESSWAYS AND ACCESS CONTROLLED CORRIDORS...4/4

Cabinet Committee on Economic Affairs (CCEA) has conveyed approval for development, maintenance, and management of a 166.80 km 4-lane Greenfield access-controlled National Highway (NH-06) from Mawlyngkhung (near Shillong, Meghalaya) to Panchgram (near Silchar, Assam) at a cost of ₹22,864 Cr., as on 30 April, 2025:

8 Greenfield Highway are the following:

Corridor Name	State	Length (km)	Total Capital Cost (Rs. Cr.)
Agra - Gwalior	Uttar Pradesh, Madhya Pradesh	88	4,613
Kharagpur - Moregram	West Bengal	231	10,247
Tharad - Deesa - Mehsana - Ahmedabad	Gujarat	214	10,534
Ayodhya Ring Road	Uttar Pradesh	68	3,935
Pathalgao - Gumla section of Raipur- Ranchi	Chhattisgarh, Jharkhand	137	4,473
Kanpur Ring Road	Uttar Pradesh	47	3,298
Northern Guwahati Bypass and Widening/ Improvement of Existing Bypass on NH 27	Assam	121	5,729
Elevated Nashik Phata - Khed Corridor	Maharashtra	30	7,827
Total		936	50,655

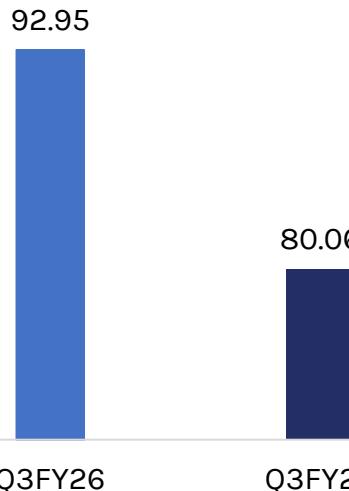
Source - MoRTH/AR-24-25



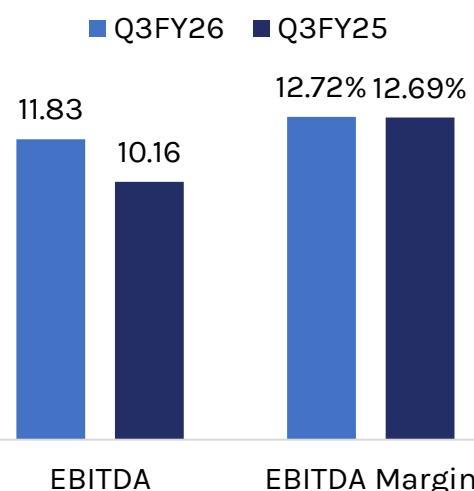
Q3 & 9M - FY26 & ANNUAL RESULT HIGHLIGHTS

FINANCIAL HIGHLIGHTS (Q3FY26vsQ3FY25) (CONSOLIDATED*)

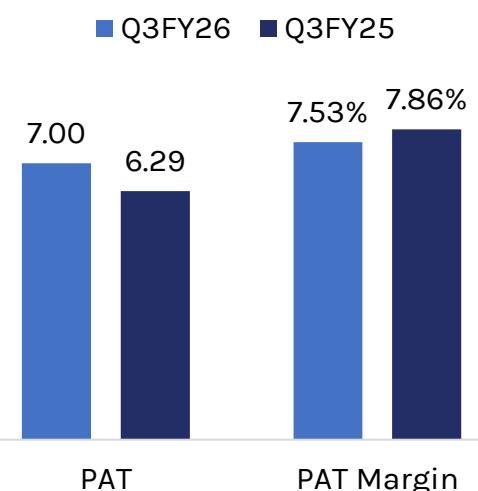
Revenue (In Rs. Cr.)



Profitability (In Rs. Cr. Margin in %)



Profitability (In Rs. Cr. Margin in %)



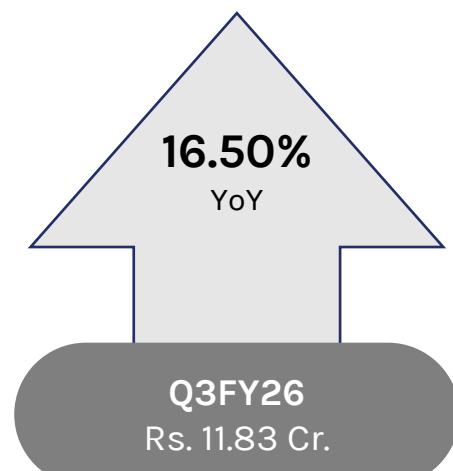
EPS (In Rs.)



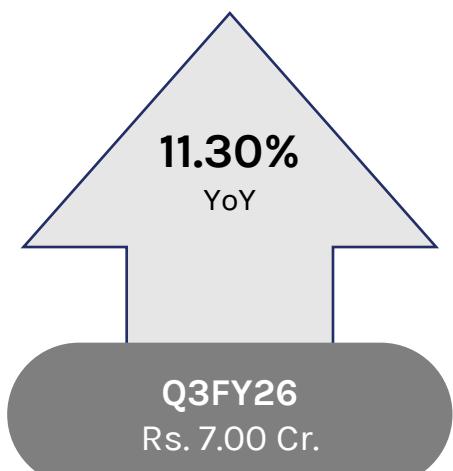
Revenue



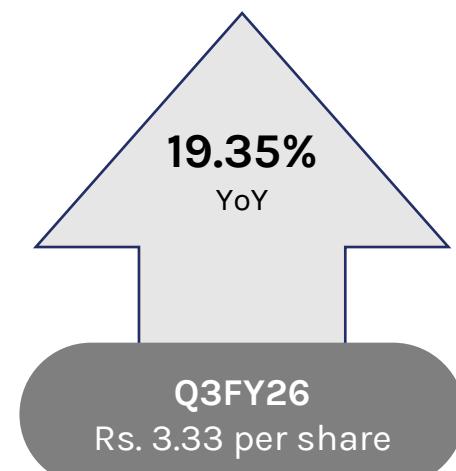
EBITDA



PAT



EPS (Basic)



FINANCIAL HIGHLIGHTS (Q3FY26vsQ2FY26) (CONSOLIDATED*)

Revenue (In Rs. Cr.)

92.95

77.67

Q3FY26

Q2FY26

Profitability (In Rs. Cr. Margin in %)

Q3FY26 Q2FY26

11.83

9.10

12.72%

11.72%

EBITDA

EBITDA Margin

Profitability (In Rs. Cr. Margin in %)

Q3FY26 Q2FY26

7.00

4.08

7.53%

5.25%

PAT

PAT Margin

EPS (In Rs.)

3.33

1.70

Q3FY26

Q2FY26

Revenue

19.67%

QoQ

Q3FY26

Rs. 92.95 Cr.

EBITDA

30.03%

QoQ

Q3FY26

Rs. 11.98 Cr.

PAT

71.48%

QoQ

Q3FY26

Rs. 7.00 Cr.

EPS (Basic)

95.88%

QoQ

Q3FY26

Rs. 3.33 per share

Markolines' 9MFY26 PAT soars 42.59% YoY to Rs. 14.87 Cr. on 30.88% revenue growth.

EPS rose to Rs. 6.75 from Rs. 4.67, marking an impressive 44.54% YoY growth.

Successfully completed Mainboard listings on BSE and NSE, marking a significant milestone towards enhanced visibility, liquidity, and wider investor participation.



Markolines' unexecuted order book stands at Rs. 347.36 Cr. as of 31st December 2025.

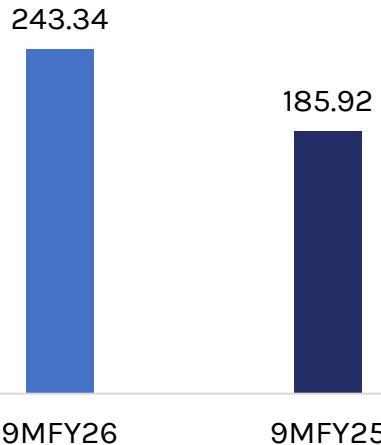
The Company also has an additional order pipeline of over Rs. 600 Cr.

Markolines' wins New Road Maintenance Orders Worth Over Rs. 12.32 Cr.

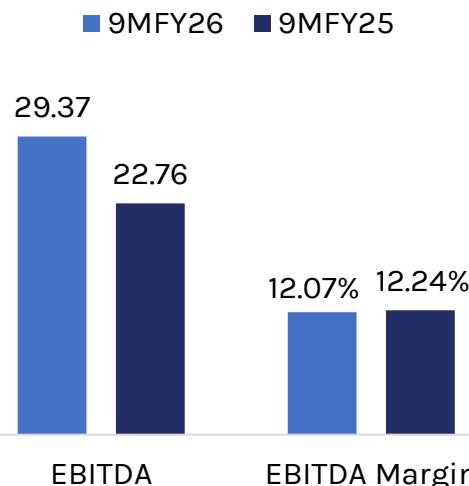


FINANCIAL HIGHLIGHTS (9MFY26vs9MFY25) (CONSOLIDATED*)

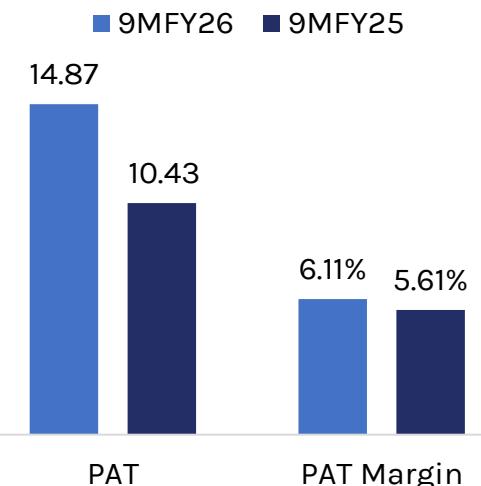
Revenue (In Rs. Cr.)



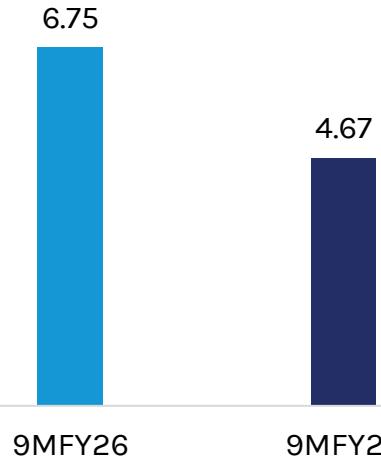
Profitability (In Rs. Cr. Margin in %)



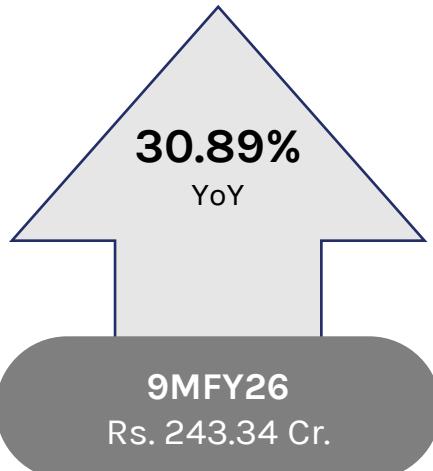
Profitability (In Rs. Cr. Margin in %)



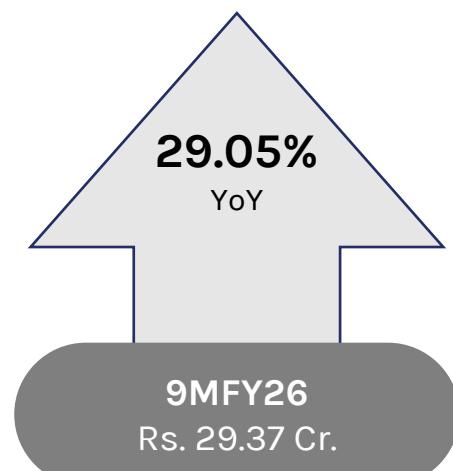
EPS (In Rs.)



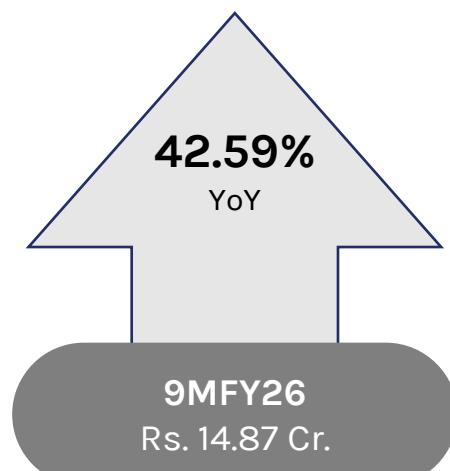
Revenue



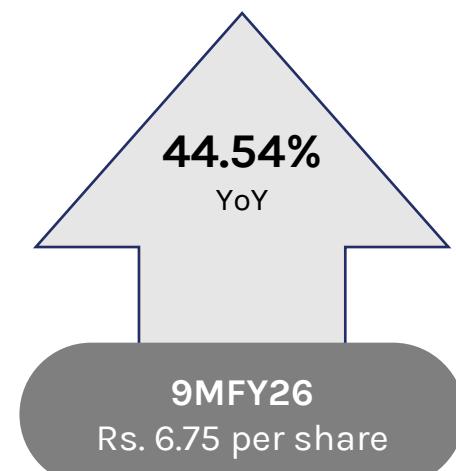
EBITDA



PAT



EPS (Basic)





FINANCIALS

QUARTERLY PROFIT & LOSS STATEMENT (CONSOLIDATED*)



(Amounts in Rs. Cr.)

Particulars	Q3FY26	Q3FY25	YoY (%)	Q2FY26	QoQ (%)
Income from Operations	92.95	80.06	16.01%	77.67	19.68%
Other Income	1.89	2.61		1.96	
Total Income from Operations	94.84	82.67	14.72%	79.63	19.10%
Cost of Materials Consumed	17.42	34.77		1.06	
Employees Expenses	4.67	4.72		4.25	
Other Expenses	60.94	33.02		65.23	
Total Expenses	82.86	72.51		70.54	
EBITDA	11.83	10.16	16.50%	9.10	30.03%
EBITDA Margin (%)	12.72%	12.69%	3 bps	11.72%	117 bps
Finance Cost	1.31	0.86		1.46	
Depreciation	1.88	1.88		1.72	
Profit Before Tax	8.64	7.42	18.46%	5.91	46.09%
PBT Margin (%)	9.29%	9.27%		7.61%	169 bps
Provision for Tax	1.64	1.12		1.83	
Profit After Tax	7.00	6.29	11.29%	4.08	71.48%
PAT Margin (%)	7.53%	7.86%	-33 bps	5.25%	228 bps
Basic EPS (Rs.)	3.33	2.79	19.35%	1.70	95.88%
Diluted EPS (Rs.)	3.33	2.79	19.35%	1.70	95.88%

* Includes financials of Subsidiary & Associate company.

9 MONTH PROFIT & LOSS STATEMENT (CONSOLIDATED*)



(Amounts in Rs. Cr.)

Particulars	9MFY26	9MFY25	YoY (%)
Income from Operations	243.34	185.92	30.89%
Other Income	3.57	4.34	
Total Income from Operations	248.81	190.26	30.77%
Cost of Materials Consumed	35.52	66.83	
Employees Expenses	13.17	14.48	
Other Expenses	170.74	86.19	
Total Expenses	219.27	167.50	
EBITDA	29.37	22.76	29.05%
EBITDA Margin (%)	12.07%	12.24%	-20 bps
Finance Cost	4.25	4.31	
Depreciation	5.26	5.54	
Profit Before Tax	19.86	12.91	53.81%
PBT Margin (%)	8.16%	6.94%	123 bps
Provision for Tax	5.01	2.48	
Profit After Tax	14.87	10.43	42.57%
PAT Margin (%)	6.11%	5.61%	50 bps
Basic EPS (Rs.)	6.75	4.67	44.54%
Diluted EPS (Rs.)	6.75	4.64	45.47%

* Includes financials of Subsidiary & Associate company.

PROFIT & LOSS STATEMENT (CONSOLIDATED*)

(Amounts in Rs. Cr.)

Particulars	FY22	FY23	FY24	FY25	9MFY26
Revenue from Operations	186.64	311.80	347.29	307.43	243.34
Other Income	0.26	0.63	4.41	6.50	5.47
Total Income from Operations	186.90	312.43	351.43	313.93	248.81
Total Cost of Materials Consumed	34.70	31.67	109.66	112.45	35.52
Employee Expense	40.10	42.67	23.56	19.21	13.17
Other Expense	89.08	209.85	182.31	137.63	170.74
Total Expenditure	163.87	284.19	315.94	269.29	219.27
EBITDA	22.82	27.95	35.49	44.64	29.34
EBITDA Margin (%)	12.23	8.96	10.22	14.52	12.07%
Finance Cost	5.50	3.30	5.08	7.14	4.25
Depreciation	2.65	2.26	5.00	7.50	5.26
PBT	14.89	22.38	25.40	30.00	19.87
PBT Margin (%)	7.98	7.18	7.31	9.76	8.17%
Provision for Tax	4.57	6.63	8.10	7.28	5.01
Profit After Tax	10.10	15.75	17.30	22.72	14.87
PAT Margin (%)	5.41	5.05	4.98	7.39	6.11%
Basic EPS (Rs.)	6.08	8.24	9.06	10.16	6.75
Diluted EPS (Rs.)	6.08	8.24	9.06	10.11	6.75



18%

Revenue CAGR
FY22-25



25%

EBITDA CAGR
FY22-25



26%

PBT CAGR
FY22-25



31%

PAT CAGR
FY22-25

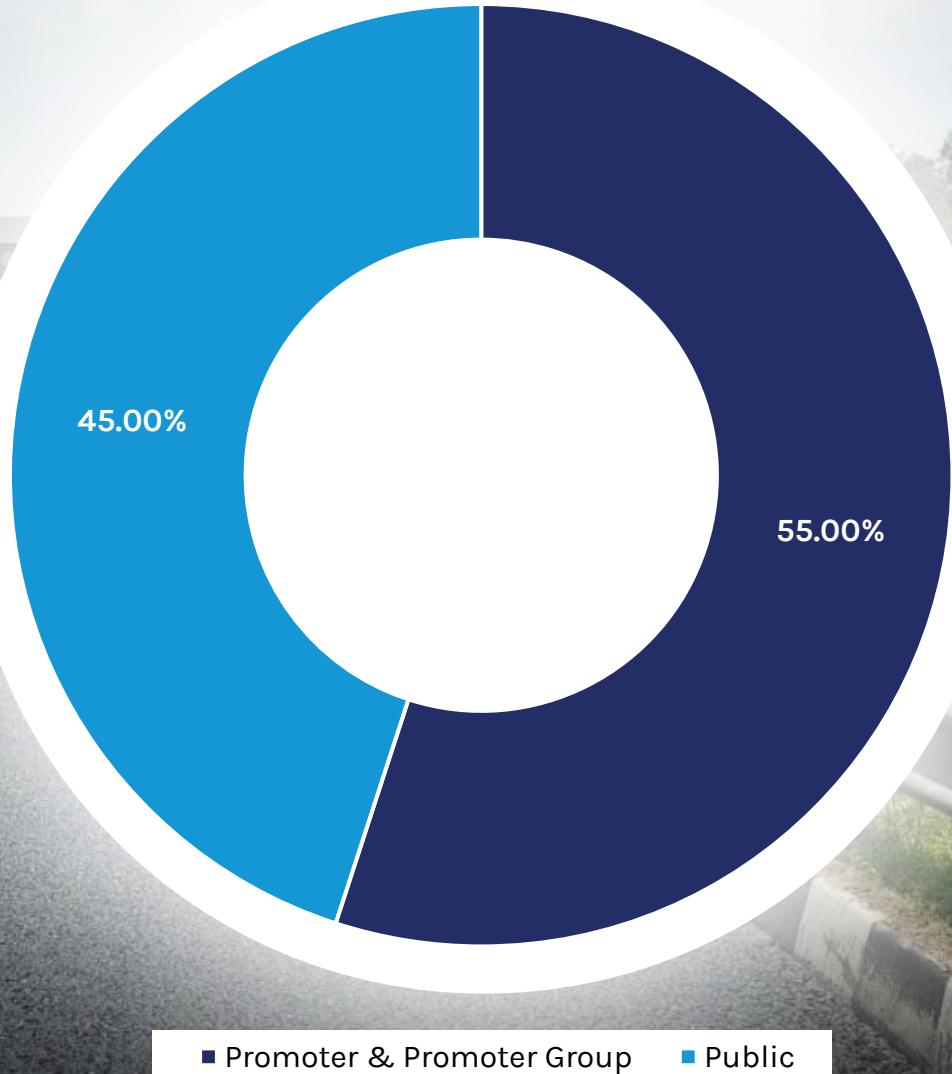
BALANCE SHEET (CONSOLIDATED*)

(Amounts in Rs. Cr.)

Equity & Liabilities	FY22	FY23	FY24	FY25
Share Capital	19.11	19.11	19.11	22.00
Reserves & Surplus	51.92	66.71	82.68	148.88
Money Received Against Share Warrants	-	-	-	6.48
Equity	71.03	85.82	101.79	177.26
Long-Term Borrowings	13.63	14.90	20.47	11.89
Lease Liabilities	-	-	-	0.42
Long-Term Provisions	1.18	1.62	0.45	0.48
Non-Current Liabilities	14.81	16.52	20.92	12.79
Short-Term Borrowings	13.21	15.65	38.28	51.14
Trade Payables	10.46	35.43	56.51	48.32
Current Tax Liabilities (Net)				
Other Current Liabilities	5.72	7.50	16.47	20.09
Short-Term Provisions	20.33	27.08	6.38	7.06
Current Liabilities	49.72	85.65	117.64	126.61
TOTAL LIABILITIES	135.56	187.99	240.35	316.65

Assets	FY22	FY23	FY24	FY25
Property, Plant & Equipment	8.91	21.11	29.84	33.12
Non-Current Investment	0.01	8.38	10.30	18.73
Deferred Tax Assets (Net)	0.80	0.98	0.72	1.52
Long Term Loans and Advances	0.18	0.18	0.10	-
Other Non current Assets	-	-	-	55.52
Non-Current Assets	9.89	30.64	40.95	108.90
Inventories	14.05	23.54	22.78	7.96
Trade Receivables	58.41	76.08	121.00	183.94
Cash and Cash Equivalents	1.60	0.34	16.18	0.52
Short-Term Loans and Advances	5.05	7.50	9.08	8.26
Other Current Assets	46.55	49.88	30.35	7.07
Current Assets	125.66	157.35	199.39	207.75
TOTAL ASSETS	135.56	187.99	240.35	316.65

SHAREHOLDING PATTERN



As on 31 December, 2025

DISCLAIMER



This document includes certain forward-looking statements which are tentative, based on current expectations of the management of Markolines Pavement Technologies Limited. These statements are based on management's current expectations or beliefs and are subject to uncertainty and changes in circumstances. Actual results may vary materially from those expressed or implied by the statements herein due to changes in economic, business, competitive, technological and/or regulatory factors, exchange rate fluctuations, cash flow projections, interest, and other costs. Markolines, its directors and any of the affiliates or employees are under no obligation to and expressly disclaims any such obligation to, update or alter its forward-looking statements, whether as a result of new information, future events, or otherwise. Markolines does not undertake any obligation to revise or update any forward-looking statement that may be made from time to time by or on behalf of the Company.



**Markolines Pavement
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Thank You

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