



J. Kumar

We dream...
So we achieve...

J. Kumar Infraprojects Limited
Annual Report 2020-21

CONSTRUCTING TOMORROW'S INDIA, **TODAY**



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Highlights, 2020-21

2,570.8

Revenue (₹ crore)

10,927.3

Order book size as on March 31, 2021 (₹ crore)

1,208

Metro projects awarded during 2020-21 (₹ crore)

CORPORATE OVERVIEW

NOTICE

STATUTORY SECTION

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AT JKIL, OUR PURPOSE HAS ALWAYS BEEN...

To create structures that support the present and represent the future;

To integrate the needs of today with the obligations of tomorrow;

To build infrastructure that promotes sustainable future;

To build an ecosystem that facilitates opportunities for the masses;

To foray into the challenging terrains and master them;

To deploy latest technology and build engineering marvels.

And in doing so, we are **constructing tomorrow's India, today.**

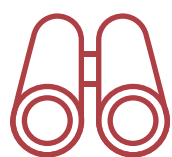
FORWARD-LOOKING STATEMENT

In this Annual Report, we have disclosed forward-looking information to enable investors to comprehend our prospects and take informed investment decisions. This report and other statements - written and oral - that we periodically make, contain forward-looking statements that set out anticipated results based on the management's plans and assumptions. We have tried wherever possible to identify such statements by using words such as 'anticipates', 'estimates', 'expects', 'projects', 'intends', 'plans', 'believes' and words of similar substance in connection with any discussion of future performance. We cannot guarantee that these forward-looking statements will be realised, although we believe we have been prudent in our assumptions. The achievement of results is subject to risks, uncertainties and even inaccurate assumptions. Should known or unknown risks or uncertainties materialise, or should underlying assumptions prove inaccurate, actual results could vary materially from those anticipated, estimated or projected. Readers should bear this in mind. We undertake no obligation to publicly update any forward-looking statements, whether as a result of new information, future events or otherwise.

Company overview

Shaping India's infrastructure story

J. Kumar embarked on its journey in 1980 under the leadership of Mr. Jagadishkumar Gupta. On the back of a rich legacy of more than 4 decades and a strict financial discipline, coupled with an execution brilliance marked by timely completion and quality of projects executed, we have developed a niche in the field of urban infrastructure in India.



Vision

Creating an infrastructure eco-system, where quality and excellence is not an exception, but a norm.



Mission

Make extraordinary things possible.

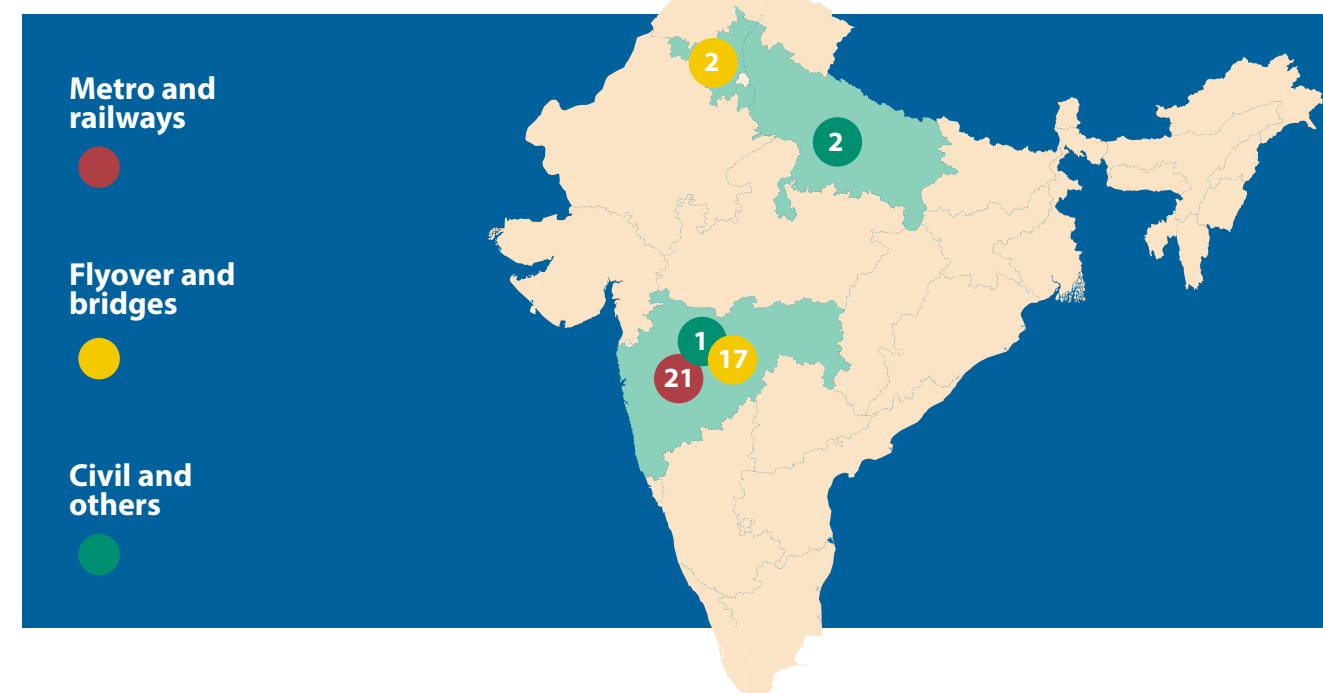


Values

- Integrity
- Excellence
- Teamwork
- Commitment
- Sustainability

We strive to service our customers with quality projects at record turnaround times. Our processes are ISO 45001:2018 certified, which validates our quality-centricity. We have an established presence in 4 states across the country, with an array of services across three primary segments – metro and railways, flyover and bridges, and civil and others.

Our presence



Our clientele

Metro and railways



Flyover and bridges



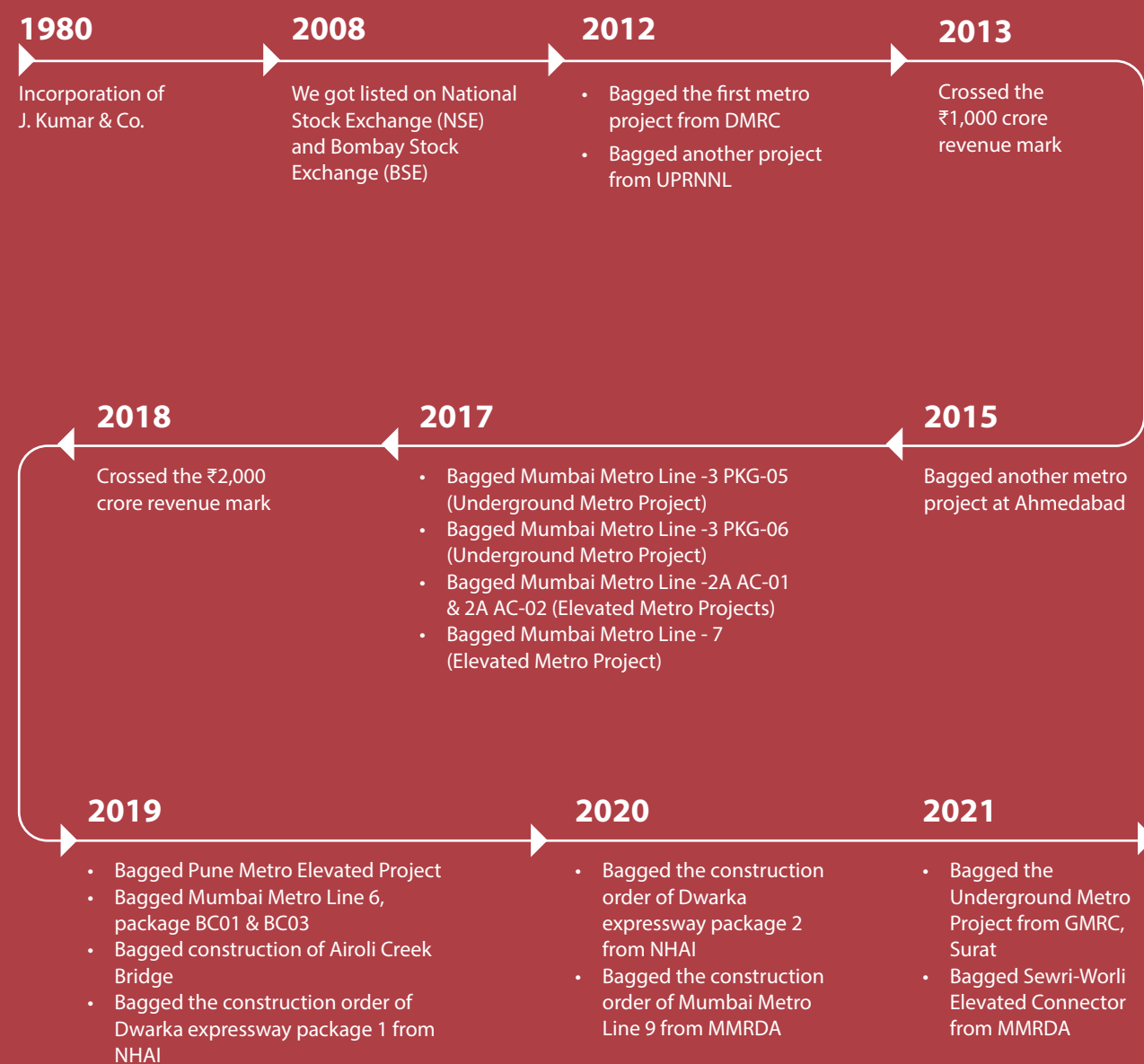
Civil and others



Company overview (contd.)

A 4-decade evolution

At JKIL, over the past 4 decades our predominant focus has been on consistently growing our order book and average ticket size, thereby, driving our topline and bottomline.



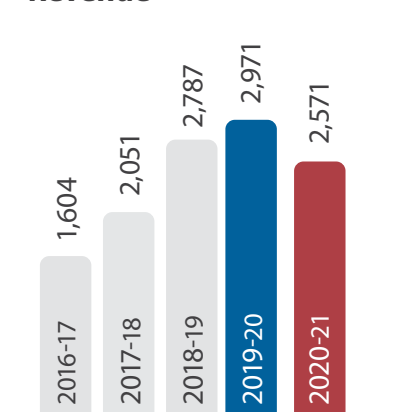
Key performance indicators

A consistent growth trajectory

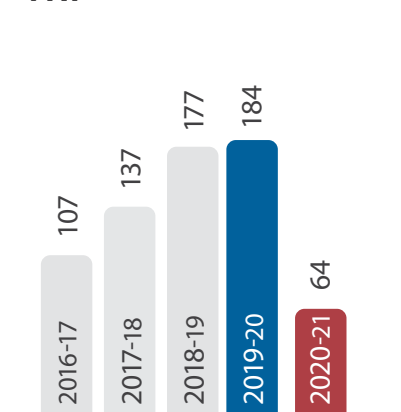
Leveraging our rich experience, execution excellence, operational discipline and sharp focus on strategic priorities, we have been delivering consistent performance over the years.

Profit and loss indicators

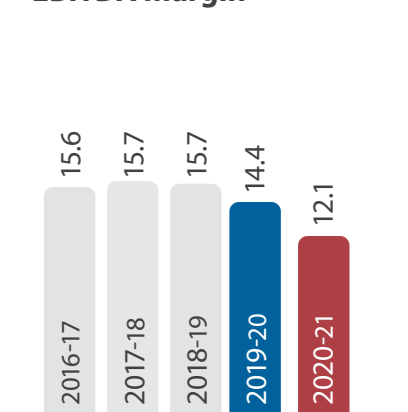
Revenue (₹ in crore)



PAT (₹ in crore)

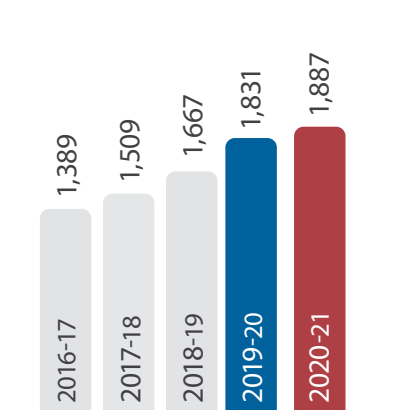


EBITDA margin (%)

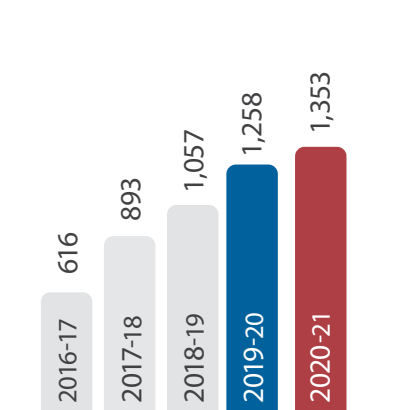


Balance Sheet indicators

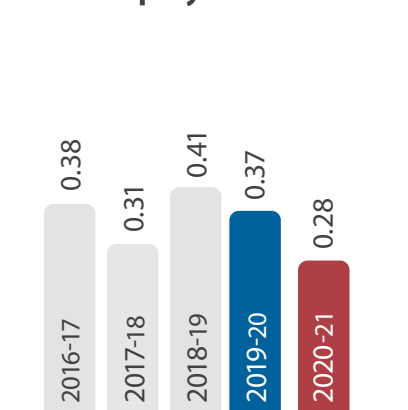
Net worth (₹ in crore)



Gross block (₹ in crore)



Debt-equity ratio (x)



Chairman's message

Decisive actions amidst an unprecedented crisis



Dear Stakeholders,

The year 2020-21 has been the most challenging year we have witnessed in our lifetimes. What started as a viral infection in China, quickly grew into a global pandemic, and an economic disaster in a span of a few months.

COVID-19 defied all prognosis and produced downturns in a wide swathe of countries that were deeper than the most pessimistic projections. The contagion rapidly flared across the globe, necessitating stringent lockdowns that resulted in even larger disruptions to activity. Against this backdrop, the country came together to fight with equal force. A calibrated policy stimulus began with direct assistance in cash and kind to the poor, progressively broadened into a comprehensive package (AatmaNirbhar Bharat) to provide support to various sectors of the economy. In 2020-21, it cumulated to 15.7% of the country's gross domestic product (GDP). Moratorium was announced to help masses manage repayment and rescue banks from mounting NPAs, and businesses changed their operational modes in record times. Subsequently, the world's biggest vaccination drive was started in India in January 2021.

Economic overview

Amid the COVID-19 pandemic, India's GDP is estimated to have witnessed a contraction of 7.3% in 2020-21. This is the first full-year contraction in the Indian economy in the last four decades since 1979-80, when GDP had shrunk by 5.2%. The private consumption demand, services output and the labour market, especially for low-skilled workers who do not have the option of working from home, went into a marked retrenchment, reflecting the combination of social distancing, activity and mobility restrictions, steep income losses, and severely denting consumer confidence. As a result, the businesses had cut back on their investment due to demand evaporation, supply chain disruptions and pessimism about



The government's focus on infrastructure development will help us realise our vision to double our revenues by 2025. In view of these realities, we are attractively poised to leverage the complement of ability, responsibility and sustainability, and enhance value for all those associated with us.

future earnings, producing a fusion of a broad-based aggregate demand shock and a lockdown-induced supply shock. However, the government was instrumental in taking actions to revive the infrastructure sector. It announced the National Infrastructure Pipeline (NIP), laying a strong growth foundation with a capital outlay of ₹111 trillion over the next 5-6 years. There was an increase in budgetary allocation by 26% to ₹5.5 trillion and there was healthy project awarding in roads, railways, water and urban infra, which would lay the path for growth.

Our response to pandemic

At JKIL, we were proactive in assessing the situation and had undertaken extensive healthcare and safety measures. We quickly adopted the prescribed government norms, such as thermal screening and social distancing, which helped us in keeping a low workforce attrition at sites. We were able to shift to work from home quickly. Most of the workforce resided in premises in close proximity to our sites, which reduced the chances of getting infected. Further, we ensured enough working capital to overcome any short-term requirement.

Performance review

Over the past 4 decades, we have built a strong organisational foundation with sharp focus on quality of project execution, staying in line with latest technology, maintaining financial prudence, developing leadership within the organisation, achieving technical prowess and successfully completing challenging projects. This has helped us in staying ahead of the curve.

As the common saying goes, the potential of a ship is tested only during storms, we believe our true strength was tested during these adverse times. The year started with nationwide lockdown across the country, which resulted in manpower reduction at our sites, thereby, causing delays in execution while disrupting the order of workflow. As a result, our

topline decreased by 13% to reach ₹2,570.8 crore in 2020-21. Our EBITDA decreased by 27% to reach ₹311.4 crore, while our profit after tax stood at ₹63.9 crore. The first quarter was hit majorly and the impact on margins were severe. However, we responded with speed, took necessary actions to quickly ensure sustenance of material and labour supply, closely monitored the developments, and by the end of the second quarter, we started seeing recovery in performance. In 2020-21, our order book increased by ₹2,259.4 crore to reach ₹10,927.3 crore. We continued our focus on maintaining a healthy Balance Sheet by reducing ₹142.9 crore of debt during the year.

Future optimism

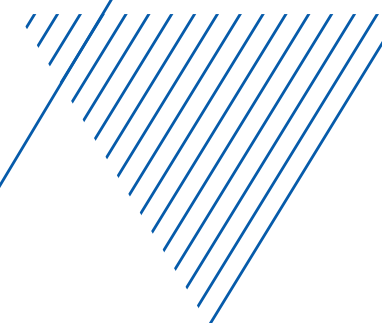
India's favourable outlook is being influenced by the possibility that 3 simultaneous down cycles – long-term, medium-term and short-term – may well be reversing concurrently. The long-term downtrend, as a result of nonperforming assets and overcapacity, could be over; the medium-term downtrend was caused by the collapse of select banks and non-bank financial companies, which appears to have run its full course; the short-term downtrend was on account of the COVID-19 pandemic, which translated into a sharp economic downfall. The long-term optimism related to the Indian economic direction is drawn from the Union Budget 2021-22. The Budget, among other proposals, outlined the government's initiatives to monetise and privatise. These could create unprecedented opportunities for Indian companies.

Outlook

Although the two waves of coronavirus have set India back by a long shot, the collective effort of government, institutions and individuals is expected to ensure that the pandemic is behind us. The vaccination drive will ensure that by the end of 2021, activities will head towards normalcy on a large extent. The government's focus on infrastructure development will help us realise our vision to double our revenues by 2025. In view of these realities, we are attractively poised to leverage the complement of ability, responsibility and sustainability, and enhance value for all those associated with us.

Jagdishkumar M. Gupta

Executive Chairman



Managing Directors' message

Building a resilient tomorrow



Kamal J. Gupta

Nalin J. Gupta

Dear Stakeholders,

The year 2020-21 will be a watershed year in history with the impacts of COVID-19 likely to reshape society for years to come. From healthcare professionals to grocery clerks, the people on the front lines combating the COVID-19 pandemic are instilling faith and courage, day after day, as they protect lives and preserve order.

From government offices to corporate situation rooms, leaders are looking for ways to better understand and mitigate a crisis that is caused by a virus, but exacerbated by shortage of tests and supplies, painful economic imperatives, and simple human contact.

The developments that shaped 2020-21 have had a profound impact on us. First half of 2020-21 has been extremely

challenging for the construction industry with slow pickup in construction activity, liquidity crunch across the country, and large-scale labour migration, especially in metropolitan areas like Mumbai and Delhi. We witnessed a dent in performance in the first two quarters due to nationwide lockdown and crunch in workforce availability. However, on the back of proactive initiatives and decisive measures to mitigate the mounting challenges, we achieved a recovery in performance in the second half of the fiscal.

In order to bring back the labourers, we arranged for transportation and ensured availability of medical aid across all the sites. We ensured the availability of essential supplies and healthcare facilities for all our workers stationed at various project sites across India, and initiated 'work from home' for our corporate employees.

The government has also been instrumental in reducing the magnitude of the pandemic. It introduced NIP, enhanced budgetary allocation, continued awarding projects, declared force majeure, and allowed six months extension across projects.

Business review

We witnessed a 57% y-o-y degrowth in the first quarter and 24% y-o-y degrowth in the second quarter, before recovering in the third quarter and reporting a y-o-y growth of 3%. The performance improved subsequently in the fourth quarter with a 13% y-o-y growth in our topline. The result of developing externalities was a 13% y-o-y contraction in our annual revenues to ₹2,570.8 crore in 2020-21. The operating margins stood at ₹311 crore and the net profit stood at ₹64 crore.

However, we focussed on strengthening our financial position. We reduced ₹142.9 crore of debt in one of the toughest years for the industry, and became net debt-free during the year. We continued our focus on improving working capital management. Robust collections resulted in debtor reduction from ₹644.8 crore in 2019-20 to ₹619.8 crore in 2020-21. Our focussed measures also helped us in reducing the inventory levels including contract assets, which resulted in reduction in net working capital to ₹957.4 crore in 2020-21 compared to ₹1,046.1 crore in 2019-20. Mobilisation advance and retention money stood at ₹450 crore and ₹240 crore respectively during the year.

Creating tomorrow's India, today

Over the past 4 decades, we have built our credentials in the niche infra segment with a track record of successful completion of some of the largest, critical and most advanced projects. We have demonstrated the ability to work at difficult terrains and densely populated urban areas with high traffic conditions by maintaining high safety standards and superior project quality. Leveraging these strengths, we have repeatedly received orders from MMRDA, NHAI and DMRC,

over the years. During the year under review, we were awarded an order worth ₹1,052 crore for Sewri-Worli elevated connector by MMRDA. We also bagged a project by GMRC worth ₹942 crore for design, construction and completion of underground stations and tunnel for Surat Metro. By roping in these new projects, we grew our order book in the year by a substantial quantum of ₹2,259 crore, to cross the ₹10,000 crore mark. Our order book in 2020-21 stood at ₹10,927.3 crore, of which, elevated and underground metro accounts for 54%, and flyover, bridges and roads accounts for 44%.

Strategic priorities

During the year under review, there was staff rationalisation and role optimisation across the organisation. During the fiscal we focussed on the following strategic priorities:

- Undertaking larger and complex projects
- Increasing wallet share
- Forming strategic alliance
- Strengthening operational discipline
- Increasing asset churns
- Deleveraging and maintaining a lean Balance Sheet

Read more about our strategic priorities on pages 12 and 13

This has not only helped us stay afloat during the COVID-19 crisis, but also gather momentum and start projects across our order book. Our successful navigation of the challenges propagated by the pandemic, reminds us that our value-driven culture is at the centre of our differentiated business model. Our strong fundamentals, delivery track record, financial discipline, quick adaptability to change and consistent focus on quality provided a distinctive moat, which helped us in emerging stronger during this challenging period. Our priority during the year was the safety and well-being of our 6,800 strong family, along with maintaining the financial health of the Company.

Going from strength to strength

At JKIL, our biggest asset is our people. Our teams of highly specialised individuals, coupled with years of experience and learnings, have provided us an edge in such a competitive sector. We are one of the major contributors towards metro construction in the

Mumbai Metropolitan Region (MMR) today. We have presence across Maharashtra, Gujarat, Rajasthan, NCR, Delhi and Lucknow. We always keep upgrading ourselves with the latest technological advancements, enabling us to reduce the time factor and error margins, thereby, increasing efficiencies.

All our sites are equipped with state-of-the-art equipment. We have reduced our dependence on third parties, which has enhanced our control over projects, in turn, driving margins. We take pride in our core strength of picking large and complex projects, and delivering them at schedule. We only take government projects which ensure revenue visibility and assured payments. We have also enhanced the strength of our Balance Sheet by enhancing our gross debt to equity ratio to 0.28. During the year, we also incurred capex of ₹130 crore for resource enhancement and technological advancement. We are rated 'IND A+ / Stable' for fund-based limit and 'IND A1' for non-fund-based limit. We have been one of the only few companies to have consistently paid dividends to shareholders over the years. During the year, we announced a dividend of ₹1 per share.

Constructing a greener ecosystem

At JKIL, our focus has always been to choose the project which would reduce carbon footprint and has a net positive environmental impact. We have constructed various underground and elevated metros, which would reduce the daily commuting of passengers via cars, busses and other mediums, thereby, reducing the carbon footprint per passenger. Our presence in areas like Mumbai and Delhi is a testament to our efforts to promote a healthy lifestyle. We also plant a lot of trees in and around all our sites to improve the quality of air and reduce carbon footprint.

Opportunistic environment

Infrastructure is the second-largest employment generation sector in the country, and investment in infrastructure will play an instrumental role in the post COVID-19 world. This has been visible from the government's initiatives over the last few years. The strength of our financials instil confidence to be the beneficiary of the current infra push. We see it translating into a ₹4,500 crore project award opportunity in 2021-22. We strive to double our topline to



Over the past 4 decades, we have built our credentials in the niche infra segment with a track record of successful completion of some of the largest, critical and most advanced projects.

₹5,000 crore by 2025, while consistently achieving profitable growth. We would focus on becoming a debt-free company over the next 5 years on one hand, and expand our horizon from a standalone infra player to an all-encompassing solution provider on the other. We also strive to be among the top 3 players in the sector and geographies present.

Conclusion and acknowledgement

As we reflect on our shared experience ushered in by the pandemic, we are grateful for the perseverance of our employees and Board of Directors, and their commitment to our strategic initiatives. We would continue our journey in 2021-22 with our strategy tested and validated, our portfolio strengthened, and with positive business momentum. We are confident in our ability to address the likely-continued challenges and uncertainties presented by the pandemic, and are well-positioned to benefit from the economic recovery as vaccines become widely available and administered around the country.

We want to express our sincere appreciation to our employees for their commitment and resilience as we met the challenges of 2020. We would also like to express our gratitude to our Board of Directors for their continued guidance and support, and thank our shareholders for their constant belief in the Company. We will continue to strengthen the value propositions of our growth platforms, co-create with customers and continuously reinvent the way we work to create long-term stakeholder value.

**Kamal J. Gupta &
Nalin J. Gupta**

Operating environment

Addressing the trends

The infrastructure sector is the backbone of next phase of India's economic growth. The sector is the second highest employment generator and a major contributor to the GDP of India. We, at JKIL are well positioned to capitalise on the emerging opportunities.

What makes infrastructure an exciting sector to be in?

Increasing population: According to the World Bank's projections, India will overtake China to become the most populous country in 2023, when its population is expected to reach 1.42 billion. Further, by 2048, the population will peak to 1.6 billion people, validating the country's need for infrastructure to support the emerging needs of the most populous country in the world.

Government push: The government has set up Development Financial Institution (DFI) to enable and catalyse infrastructure financing and announced National Infrastructure Pipeline (NIP) with capital outlay of ₹111 trillion (55% of 2019-20 nominal GDP), which will give much needed impetus to the sector. Further, the budget has allocated ₹1,18,101 crore,

the highest outlay ever, for Ministry of Road Transport and Highways, signifying the immense headroom for growth.

Urbanising India: The UN highlights that India's urban population size will nearly double between 2018 and 2050, from 461 million to 877 million. This will boost the demand for infrastructural development in the country.

Environment concerns: The rising climatic concern has led to exploration of greener means to commute and revamp the traditional transportation and construction modes.

Metro focus: Following the example of cities like Delhi, where metro rail has become the lifeline of people, the Budget has laid emphasis on the development

of metro rails in PPP mode in different parts of the country. A total of 702 km of conventional metro is operational and another 1,016 km of metro and RRTS are under construction across 27 cities. Metro Lite and Metro Neo technologies are being adapted to provide metro rail systems at much lesser cost with similar experience in tier-II cities and peripheral areas of tier-I cities.

Robust demand: India is expected to become world's third largest construction market by 2022, thereby, providing ample playground and opportunities to the construction players in the country.

How JKIL is capitalising on these trends?

Wider presence: We are currently undertaking infrastructure projects in Maharashtra, Gujarat, Delhi and Uttar Pradesh, and are constantly exploring newer areas to venture in.

Technical know-how: Leveraging the decades of experience and know-how, we understand and execute the projects better than most. We have improved our pre-qualification by gradually executing bigger and critical projects.

Diversified: We have executed projects in a wide variety of spectrum, ranging from underground and elevated metros to tunnels, flyovers, roads, pedestrian subways, stations and depots, to

hospitals, commercial buildings and sports complexes, among others. With our presence spread across multiple verticals, we have the strategic edge in successfully bidding for most infra projects.

Selective: We have selectively chosen to bid for metros, which accounts for nearly 63% of our revenues. Over the years, we have increased the share of revenues contributed by metro projects, owing to the increasing government focus on the urban mobility space. We, at JKIL are well positioned to reap the benefits of these tailwinds.

Our competitive advantages



Rich experience

The legacy of over four decades in the infrastructure sector, and successful execution of various projects has helped us build our reputation as a successful urban developer.



Sound financials

We have reduced ₹142.9 crore of debt during 2020-21 to emerge as a net debt free company. We have also reduced our working capital requirement over the years, with an increasing base of project execution.



In-house capabilities

We are not reliant on third parties for technological know-how or sub-contracting. Rather, our rich experience has helped us in executing projects in timely manner, and maintaining a margin level of 14-15%.



Cost economies

On the back of waste reduction measures coupled with effective utilisation of resources, we have attained cost economies, thereby, helping us maintain our margins and keep the working capital requirement under control.



Focussed management

Our board comprises professionals with vast and diverse sectoral experience, leveraging which, we undertake quick and sound measures resulting in consistent performance.



Prestigious clientele

The government constitutes 100% client base for JKIL, which ensures assured payments and results in a trustworthy partnership. This also ensured our sustenance of business amidst the COVID-19 crisis.



Competitive bidding

Our ability to emerge as the lowest cost bidder (L1) in projects, and delivering the highest quality standards has acted as a strategic advantage over competition.

The result of our endeavours

Growth in revenues

We registered a 13% CAGR growth in revenues over the past 5 years, leading to ₹2,570.8 crore in 2020-21.

Reduced debt

Our debt-equity ratio has improved from 0.38x five years ago to 0.28x in the year under review.

Increased shareholder's wealth

JKIL has reported a return on equity of 3.4% in 2020-21 and has been consistently paying dividends since the listing on stock exchanges in 2008.

Strategic focus areas

Prioritising what matters

The success of any infra company is dependent on strong business fundamentals and a future-focussed approach. At JKIL, we are cognizant of this reality. We have selected to address this need through six priorities:

S1

Larger and complex projects

S2

Increase wallet share

S3

Strategic alliance

S4

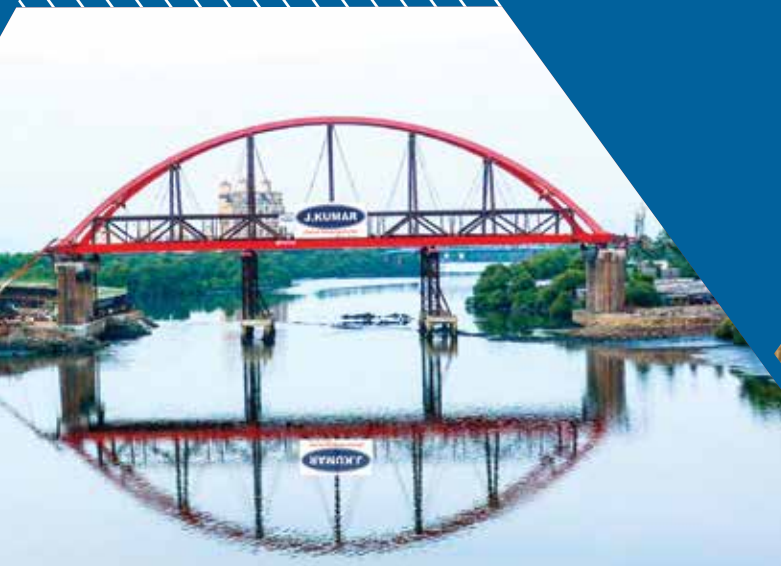
Operational discipline

S5

Asset churns

S6

Lean Balance Sheet



Larger and complex projects (S1)

At JKIL, we had a humble start with an initial project of ₹15,000 in 1980. We continued our quest for bigger, better projects. Eventually, we started bidding for larger projects and successfully executed them. This enhanced our qualification and improved our standing in the business. It also had a booster impact on our confidence.

We started to take up small metro projects and executed them with speed and precision. We undertook bridges, roads and highway construction, and forayed into different geographies.

We worked in challenging environment and high traffic areas, where sometimes, the work could only be done at night to avoid chaos. Meanwhile, we also kept an eye on the financial stability and emerging opportunities.

We started bidding for projects ranging between ₹100 crore to ₹2,000 crore and successfully converted such bids.

During 2020-21, we were awarded project by MMRDA worth ₹1,052 crore for Sewri - Worli elevated connector, and by GMRC worth ₹942 crore for design, construction and completion of underground stations and tunnel for Surat Metro.

Increase wallet share (S2)

At JKIL, we understood the importance of diversifying and expanding across different territories, and working with varied clients to showcase our ability and build trust for future engagement.

The first project we executed outside Maharashtra was Ahmedabad BRTS in Gujarat worth ₹124 crore.

We have come a long way since then. Over the years, we have diversified our presence in Northern and Western India with constant lookout for opportunities.

Our average ticket size and the number of projects awarded has increased over the years. We expect to successfully get awarded more than ₹5,000 crore worth projects in 2021-22.

Strategic alliance (S3)

At JKIL, we have always punched above our weight by bidding for projects that only a select few companies in the country are eligible to bid for.

Along the way, we have learned from our experience and that of the people around us.

We have also formed strategic partnerships and joint ventures for various projects and learned from them.

We have experience of working with companies that have executed projects of huge scale.

As a result, we learned from the experience of our partners and from our own experience in working with them. This helped us ensure that we make fewer mistakes, develop our in-house technical capabilities, reduce external dependencies, and improvise upon existing ways to construct, helping us execute projects faster and within the agreed timeframe.

Operational discipline (S4)

At JKIL, the focus is always on 'what's next'. This helps us prepare in advance and measure our progress, while correcting the course to stay on the path.

We have project managers who engage in the contract, right from the start, and constantly monitor the progress.

We keep asking ourselves, if it is our best or if we can do better. Our constant endeavour is on pushing our boundaries, and ensuring constant operational advancement. This has enabled us to build a culture of excellence within the organisation, where responsibilities are not thrust on, but is self-assumed.

We identify the problem areas and find solutions before situations escalate. Further, we also focus on preventing cost overruns and deploying the right technology at the right place, to optimise time and costs.

As a result, we have received bonus from clients for early completion in some of our projects, and have been able to maintain respectable margins of 14-16%.

Asset churns (S5)

The organisational efficiencies at JKIL are measured through the lens of proper asset utilisation.

At JKIL, we have optimally matched the available assets with the requirements. Our intellectual resource is deployed at sites, and we have been successful in projecting future requirements and allocating right resources.

We own a large fleet of construction equipment and machinery including 7 TBM, 44 hydraulic piling rigs and 2 straddle carriers, among others. We are a technology-focussed company, and

we continuously invest in cutting-edge technologies to enhance our service offerings.

During the year, our capital expenditure stood at ₹130 crore for routine maintenance and adding required resources.

We have a net asset base of ₹806 crore with asset turnover of 3.2x currently. We expect to improve it to 5x by 2024-25.

Lean Balance Sheet (S6)

When most companies went on bidding aggressively, we preferred prudence. We focussed on our long-term vision, and chose areas of our speciality.

We focussed on consistent debt reduction, even in the midst of the COVID-19 pandemic in 2020-21. During the year under review, we reduced ₹142.9 crore of debt to emerge as a net debt free company.

We improved our debtors receivables from ₹645 crore in 2019-20 to ₹620 crore in 2020-21, despite the liquidity crunch across the country, validating the quality of clients.

Our focussed measures also helped us reduce inventory levels including contract assets. Our financial prudence helped us in reducing working capital requirement without any corresponding increase in debt levels. Our net working capital utilisation reduced from ₹1,046 crore in 2019-20 to ₹957 crore in 2020-21

Consistently strengthening our financials will provide us the lever to grow faster and sustainably, ensuring better shareholder's returns.

ESG priorities

Shaping a better tomorrow

At JKIL, we consider sustainability as an idea which is constantly evolving. Operating in a sector, which is directly related to shaping the building blocks of the country's infrastructure, we are expected to be responsible in what we do.

Over the years, we have evolved our sustainability framework, centred on three primary pillars – Environment (E), Social (S) and Governance (G). Operating in a resource- and manpower-constrained world, we have remained resilient and undaunted through the various headwinds we have faced over the years. Amidst the current circumstances headlined by a global pandemic, we sharpened our focus on fortifying our

inherent strengths and strategising the right foot forward, which would result in responsible growth for all our stakeholders.

Our responsible growth story is all-encompassing. Hence, we also take into cognizance the impact of our business practices on the environment and society on a day-to-day basis. Our constant endeavour is to achieve the said

responsible growth. We strive to not just emerge as a fast-growing company, but also contribute to a better future for the people, communities and the country at large. In achieving so, we take several initiatives under the three pillars of sustainable growth, namely ESG.



Environment

Building a greener tomorrow

At JKIL, our constant endeavour is on minimising our environmental footprint through responsible utilisation of resources and adherence to stringent environmental norms such as ISO 45001:2018.



Initiatives

EMISSIONS

During the year under review, we undertook the following emission control measures:

- All our construction vehicles are equipped with emission reduction technology, enabling compliance with national emission standards
- As per our Safety, Health and Environment (SHE) policy, we ensure all our construction vehicles have the Pollution Under Control (PUC) certificate
- Metro projects carve out the biggest chunk of our order book, which, in turn, are meant to encourage people to use public transport, thereby, reducing carbon footprint

WASTE MANAGEMENT

To ensure responsible management of waste, we undertook the following measures in 2020-21:

- During the year under review, the C&D waste in our projects were transported and disposed off by authorised vendors
- We also sold spent oil and waste batteries to authorised recyclers, promoting recycling of materials

RESOURCE UTILISATION

In order to ensure responsible utilisation of natural resources, we undertook the following measures:

- Focussed on procurement of materials from proximal locations of the project, ensuring lesser carbon footprint while transporting the materials
- Focussed on sourcing alternate materials, and on operating with materials locally available to us, ensuring lower carbon footprint while transporting the materials
- Increased the use of alternate materials such as fly ash partially in place of sand and cement, and manufactured sand in place of river sand, ensuring a sharp focus on environment sustainability

WATER MANAGEMENT

To ensure a robust water management is in place, we undertook the following measures in 2020-21:

- Ensured zero discharge of water outside our project premises
- Used the water from sedimentation tank of casting yard for washing the wheels of the construction vehicles and sprinkling on haul road within project premises to suppress dust particles
- Used curing compound as an alternative to water curing to reduce the requirement for water

ENERGY MANAGEMENT

To promote responsible utilisation of energy, we undertook the following measures in 2020-21:

- Used solar blinkers and lights in casting yards
- Metro projects forming a major chunk of our order book, our solutions act as proxy to fossil fuel-powered conventional transport mediums

BIODIVERSITY

To empower biodiversity, we focussed on preparing a green belt around our project sites to ensure increased green cover.

