



ADANI

Mundra Port and Special Economic Zone Ltd.

MPSEZ - Overview

Disclaimer

Except for the historical information contained herein, statements in this presentation and the subsequent discussions, which include words or phrases such as “will”, “aim”, “will likely result”, “would”, “believe”, “may”, “expect”, “will continue”, “anticipate”, “estimate”, “intend”, “plan”, “contemplate”, “seek to”, “future”, “objective”, “goal”, “likely”, “project”, “should”, “potential”, “will pursue” and similar expressions or variations of such expressions may constitute “forward-looking statements”. These forward-looking statements involve a number of risks, uncertainties and other factors that could cause actual results to differ materially from those suggested by the forward-looking statements. These risks and uncertainties include, but are not limited to our ability to successfully implement our strategy, our growth and expansion plans, obtain regulatory approvals, our provisioning policies, technological changes, investment and business income, cash flow projections, our exposure to market risks as well as other risks. The Company does not undertake any obligation to update forward-looking statements to reflect events or circumstances after the date thereof.

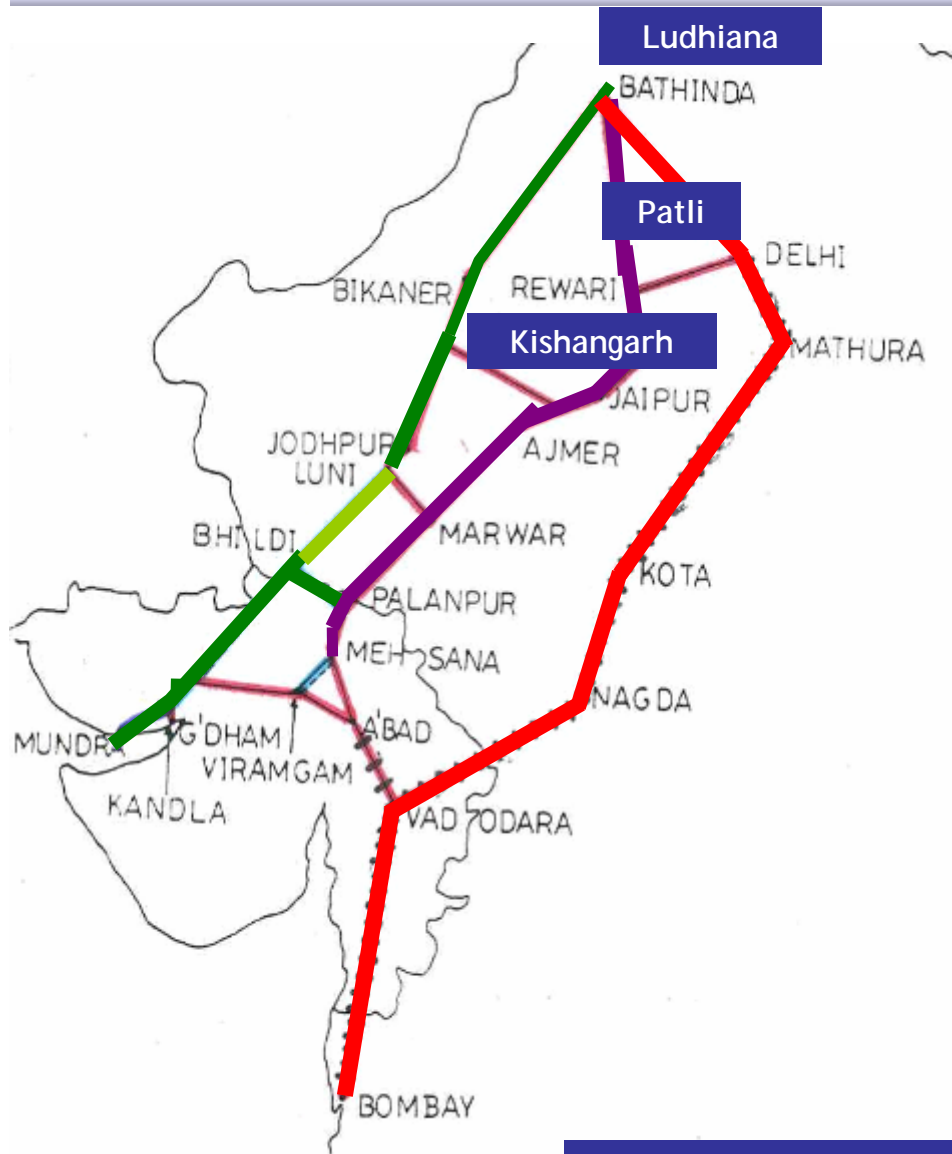
Mundra Port – 1993



Mundra Port – 2007



Mundra Port: Rail Linkage



Advantages

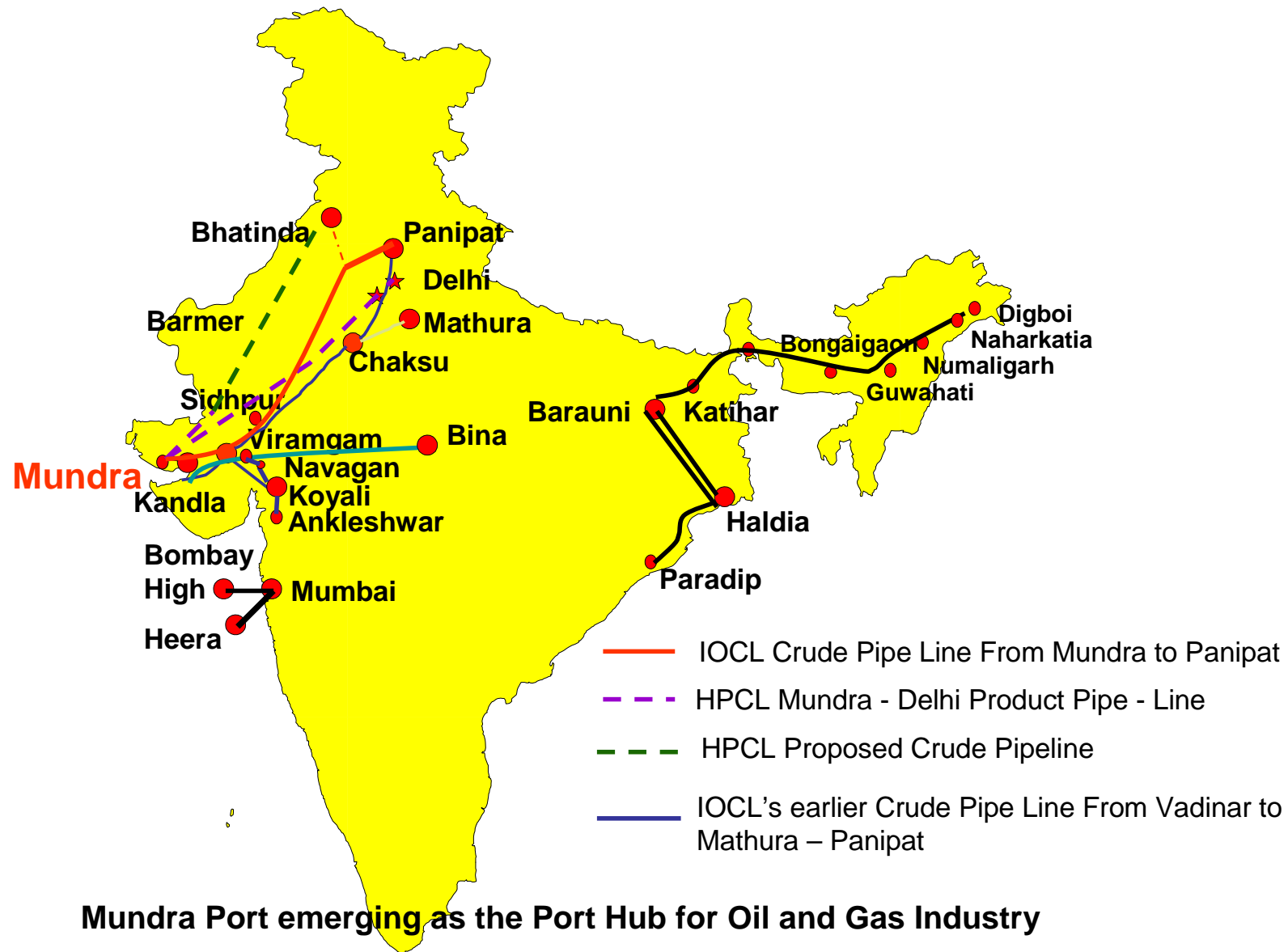
- Existing Mundra vis a vis Mumbai from Delhi - 218 Km
- With Bhildi - Luni; Mundra vis a vis Mumbai from Bhatinda - 438 Km
- Bhildi - Luni Gauge Conversion expected to be completed by Dec 08
- Dedicated Freight Corridor (DFC) - Proposed parallel to Delhi - Palanpur - A'bad route
- Mundra - Bhildi - Palanpur proposed to be linked to DFC
- Double stacking on trains from Mundra

* Proposed ICDs of Adani Logistics

Single Point Mooring



Connected to Crude and POL Pipe Line Network





Thank You



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