

Corporate Office:

Giriraj Annexe Circuit House Road **HUBBALLI- 580 029** Karnataka State

Phone: 0836- 2237511 Fax : 0836 2256612

e-mail: headoffice@vrllogistics.com

BSE Limited
Phiroze Jeejeebhoy Towers
Dalal Street
Mumbai- 400001
Scrip Code: 539118

National Stock Exchange of India Limited Exchange Plaza, Plot No.C/1, G-Block, Bandra – Kurla Complex, Bandra (E), Mumbai – 400 051 Scrip Code: VRLLOG

Dear Sir / Madam,

Sub: Disclosure under Clause 30 of the SEBI (Listing Obligations & Disclosure Requirements) Regulations, 2015 relating to Capacity Addition - Purchase of Trucks

Ref: Our earlier filing in the subject matter dated 06.04.2022

In compliance with clause 30 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations 2015 and in accordance with policy for disclosure of events of the Company, we disclose herewith the following information.

Capacity Addition – Announcement of further capex / modification to capex earlier announced for our Goods Transportation Business:

Existing Capacity		Total number of Goods Transport Vehicles as on 31.03.2023 is 5,717 under the Goods Transportation business segment					
Existing utilization	capacity	We operate on hub and spoke model and ensure that the capacity utilization of our hub to hub vehicles is optimal.					
Proposed additi on	capacity	·					
		Vendor	Make	Vehicles ordered			
		Ashok Leyland Limited	3120	1200			
		Ashok Leyland Limited	1415	100			
		Ashok Leyland Limited	CNG 1922	20			
		Ashok Leyland Limited	1920	150			
		Ashok Leyland Limited	4620	50			
		TATA Motors Limited	LPT				
			1412	50			
		Balance Vehicles - earlier Orde					
		TATA Motors Limited	SFC 610	57			
		Ashok Leyland Limited	4420	40			
		TOTAL		1667			

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Period within which capacity is to be added	Fleet addition is expected to be made during FY2024.
Investment required	The capex planned, at list price, would translate to a total outlay of Rs.697 crores approx. including the cost of Chassis at list prices, body building, registration, insurance and margin for contingencies. (please refer notes below) Given the past experience, relationship with the vendors as also the economies of scale the company expects a significant reduction in the cost of chassis in the total outlay. The Company has crystalized the fleet addition requirements as stated in the table above and in the process of the negotiating with the CV suppliers for firming up the prices for such planned fleet addition.
Mode of financing	Mix of Vehicle loans from Banks and internal accruals
Rationale	Ongoing implementation of Vehicle Scrapping Policy announced by the Government of India envisages the company to replace its existing older vehicles. During FY 2024, the company is expected to withdraw around 1220 vehicles that are more than 15 years in operation. It is estimated that the Company would lose owned fleet capacity of upto 13290 MT owing to such scrapping of vehicles. The proposed capacity addition would result in the addition of around 30092 MT resulting in a Net Capacity addition of 16802 MT (around 20% of existing fleet capacity). The proposed Capex staggered over a 12 month period is expected to help the Company meet its business demand in due course and reduce dependence on hired vehicles. This would also cater to expected
	growth volumes in the near medium term. The vehicles being added include prime movers and trailers with payload capacity of upto 32 MT too. The trucks will come fitted with the latest in features and technology. These advanced features and technologies will help us have a reduced maintenance time, fewer stop overs and better efficiency resulting in better uptime.



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Notes:

- The Company proposes to purchase truck chassis from Ashok Leyland Limited and TATA Motors Limited and would construct the truck bodies in-house / outside as feasible. The cost of chassis is taken at the list price for the respective vehicles. Given the past experience, relationship with the vendors as also the economies of scale the company expects a significant reduction in the cost of chassis in the total outlay. The Company is expected to significantly reduce its actual capital outlay against the list pricing indicated above.
- Cost included towards body building is a management estimate based on present day costs - subject to change in input costs in relation thereto. The same would also remain subject to any movement in the statutory levies as may be applicable in due course as also any discounts / additional features being included for the vehicles.
- The said vehicles could be purchased across India and registered locally based on business requirements. The Company has estimated costs in relation to the Insurance and Registration expenses with RTO based on its past experience in relation to these.
- Vehicle supply timeline indicated above remains subject to any disruptions in supply schedule by the vehicle suppliers.
- The management would also review the said capex on an ongoing basis to respond to any further regulatory changes, including in relation to Vehicle scrappage etc.

You are requested to kindly take note of the same.

For VRL LOGISTICS LIMITED

ANIRUDDHA PHADNAVIS
COMPANY SECRETARY & COMPLIANCE OFFICER

Place: Hubballi Date: 15.04.2023



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ANNEXURE A

VENDOR	MAKE	VEHICLES ORDERED	VEHICLES PURCHASED TILL 31.03.2023	NOTE
TATA Motors Limited	LPT 2818	1000	500	Restricted to 500 vehicles
TATA Motors Limited	LPT 1412	200	250	Additional 50 vehicles purchased including 5 CNG vehicles
TATA Motors Limited	SFC 610	100	43	Balance vehicles are being added during FY 24
Ashok Leyland Limited	1920	200	300	Additional vehicles purchased
Ashok Leyland Limited	CNG 1922	0	30	Additional vehicles purchased
Ashok Leyland Limited	4420	100	60	Balance vehicles are being added during FY 24
Ashok Leyland Limited	1415 ECOMET	0	16	Additional vehicles purchased
Total		1600	1199	

For VRL LOGISTICS LIMITED

ANIRUDDHA PHADNAVIS
COMPANY SECRETARY & COMPLIANCE OFFICER

Place: Hubballi Date: 15.04.2023