

RVNL/SECY/STEX/AGM-20/2023

03.09.2023

National Stock Exchange of India Ltd. Exchange Plaza, Plot no. C/1, G Block, Bandra-Kurla Complex, Bandra (E), Mumbai - 400 051. Scrip: RVNL	BSE Ltd. Department of Corporate Service, Phiroze Jeejeebhoy Towers, Dalal Street, Mumbai- 400 001. Scrip: 542649
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Sub: Publication of Notice in Newspaper regarding 20th Annual General Meeting (AGM) of the members of the Company

Dear Sir/Madam,

Pursuant to Regulation 30 & 47 of the SEBI (LODR) Regulations, 2015, please find attached the Copy of the Notice of 20th Annual General Meeting of Rail Vikas Nigam Limited scheduled to be held on Wednesday, 27th September, 2023, as published in Newspapers (English & Hindi).

This is for your information and record please

Thanking you,

Yours faithfully,
For Rail Vikas Nigam Limited

KALPANA
DUBEY
Digitally signed by
KALPANA DUBEY
Date: 2023.09.03
(Kalpana Dubey)
11:54:13 +05'30'
Company Secretary & Compliance Officer

ECONOMY

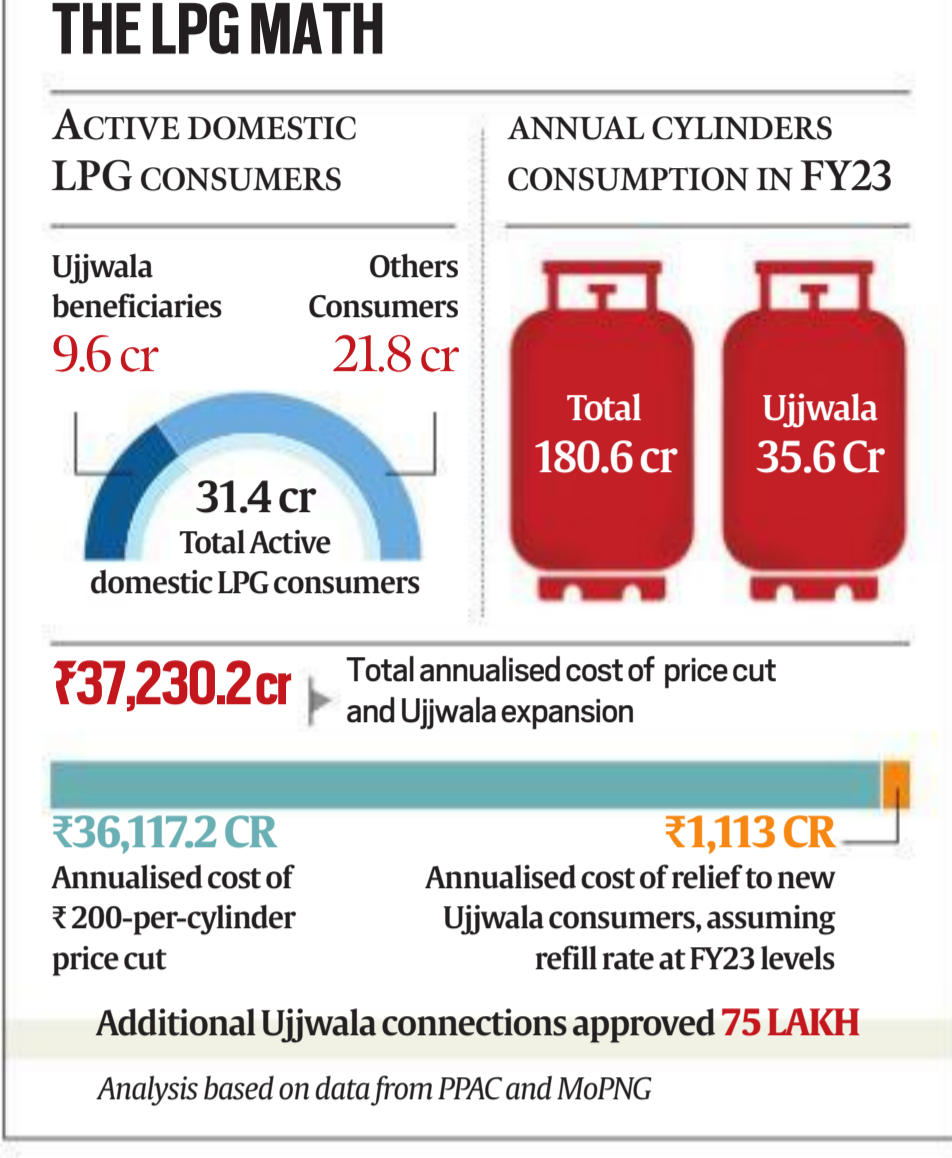
LPG price cut, Ujjwala expansion could cost over ₹37k cr annually

SUKALP SHARMA & ANCHAL MAGAZINE
NEW DELHI, SEPTEMBER 2

THE GOVERNMENT'S decision to slash domestic cooking gas prices by Rs 200 per 14.2-kg cylinder and expand the Pradhan Mantri Ujjwala Yojana (PMUY) by adding 75 lakh poor households to its beneficiary base could cost upwards of Rs 37,000 crore on an annualised basis, an analysis of liquefied petroleum gas (LPG) consumer base and average gas refill data suggests. For the computations, it is assumed that the LPG cylinder refill rates will stay at the levels recorded for 2022-23 (FY23) and fuel retailers will continue to sell LPG to households at a price that is Rs 200 lower than what they would have charged for a cylinder had the price cut not been announced.

On its part, the government has not provided any estimate of the cost of the twin decisions. Speaking on condition of anonymity, a senior official in the finance ministry said that the actual cost could be somewhat "lower" than this estimate as there are a number of variables in the equation. These include possible over recoveries on LPG sales by fuel retailers, movement in international crude and LPG prices going ahead, and currency fluctuations. The official, however, did not provide any estimation of what the actual cost might be.

The government on Tuesday announced the price cut, which



was implemented by public sector oil marketing companies (OMCs) on Wednesday. While the government has so far not officially clarified whether or not it plans to foot the bill for this price reduction, which will benefit over 31 crore domestic LPG consumers in the country, the finance ministry official quoted above said that OMCs will bear the impact of the price cut. The official, however, clarified that the government will cover the Ujjwala subsidy of Rs 200 for the 75 lakh new benefi-

ciaries, as is the case for existing beneficiaries under the scheme. For Ujjwala beneficiaries, the price cut is over and above the subsidy, which implies that they will get a cumulative relief of Rs 400 per cylinder.

India has a total of 31.4 crore domestic LPG consumers, according to latest available data with the petroleum Planning & Analysis Cell (PPAC) of the oil ministry. Of the total consumer base, 9.6 crore are poor households under the Ujjwala scheme, which leaves the

total non-Ujjwala consumer base at 21.8 crore. As per government data, the average LPG refill rate for Ujjwala beneficiaries was 3.71 cylinders for FY23 in terms of 14.2-kg cylinders, while for non-Ujjwala consumers, it was 6.65 cylinders. This takes the total domestic LPG consumption to 180.6 crore cylinders per annum, going by FY23 data. Assuming the Rs 200-per-cylinder cut stays in place for a year, the impact of the price reduction alone works out to Rs 36,117 crore. This means that if the government does not compensate the companies for price cut, which has been termed as its gift to the consumers, the cumulative annualised revenue forgone by the OMC would be over Rs 36,000 crore. Additionally, for the 75 lakh new connections that are set to be given under the Ujjwala scheme, the annualised cost of benefits is estimated to be Rs 1,113 crore, going by the average refill rate and the benefit of Rs 400-Rs 200 each on account of the price cut and government subsidy—per household. This takes the total cost of the two announcements to around Rs 37,230 crore for a year.

An e-mail sent to the petroleum ministry seeking clarity on the cost estimates and whether the government is mulling compensating the OMCs later did not elicit a response till press time.

The government stopped providing LPG subsidy in the early months of the 2020-21 fiscal, when global oil and fuel prices had crashed. Later, subsidy was brought back, but only for poor

households covered under the Ujjwala scheme. The government currently provides a subsidy of Rs 200 per cylinder to Ujjwala beneficiaries by way of direct bank transfers for up to 12 refills per year. Even as the government was not giving subsidy to non-Ujjwala consumers, it did provide a one-time grant of Rs 22,000 crore to the three OMCs last year to compensate them for selling LPG at a loss for the previous two years, which had resulted in accumulated losses of Rs 28,000 crore.

The grant came at a time when the OMCs were grappling with significant losses, particularly in the fuel retail segment. However, the companies have now largely recovered from last year's losses and industry insiders do not expect the government to be as eager to help the companies through a special financial grant.

In interviews to television news channels following the decision, Petroleum Minister Hardeep Singh Puri alluded to the strong earnings performance of the OMCs in the April-June quarter as well as expectations of robust financial health in July-September as well, suggesting that the companies are well-positioned financially to absorb the impact of the LPG price cut. Puri reiterated his view that the OMCs have behaved as good and responsible corporate citizens by keeping fuel prices reasonable and affordable for the Indian consumer at a time when energy prices had shot up globally due to extreme volatility, partly fuelled by the war in Ukraine.

Uday Kotak steps down as MD & CEO of Kotak Mahindra Bank effective September 1

ENS ECONOMIC BUREAU
MUMBAI, SEPTEMBER 2



Uday Kotak. File

AFTER BEING at the helm for over two decades, Uday Kotak, 64, has stepped down as the Managing Director (MD) and Chief Executive Officer (CEO) of Kotak Mahindra Bank, effective September 1. He has resigned four months ahead of the end of his current tenure, which is December 31, 2023.

Kotak's resignation was considered at the board meeting held on Saturday, the bank said in a filing to exchanges. He has become a non-executive director of the bank as an interim arrangement, the bank said, Deepak Gupta, the Joint MD, will carry out the duties of the MD & CEO until December 31, 2023, subject to approval from the Reserve Bank of India (RBI) and the members of the bank.

"I have mulled over this decision for some time and believe this is the right thing for the institution. Although I still have a few months to go, I tender my resignation as MD & CEO of the bank with immediate effect," Kotak wrote in a letter to Prakash Apte, Chairman of the Board of Directors. Kotak said he voluntarily decided to step down as CEO.

"As Founder, I am deeply attached to brand Kotak and will continue to serve the institution as Non-Executive Director and significant shareholder. We have an outstanding management team to carry the legacy forward. Founders go away, but the institution flourishes into perpetuity," Kotak wrote on Twitter.

He said that over the next few months, he is going to be significantly occupied with some personal and family commitments.

"My elder son's marriage functions are being planned. Consequently, considering the proximity of these events to the end of my tenure, I thought it appropriate to hand over the baton and stagger the transition," Kotak wrote in the letter. The bank said it has already made an application to the Reserve Bank of India (RBI) for the approval of the new MD & CEO, with effect from January 1, 2024.

"Succession at Kotak Mahindra Bank has been foremost on my mind, since our Chairman, myself and Joint MD are all required to step down by year end. I am keen to ensure smooth transition by sequencing these departures," Kotak wrote in his social media post.

In 2021, the RBI capped the tenure of MD & CEOs and wholesale directors of private sector lenders at 15 years. As per the reg-

ulation, Kotak could not have continued as the MD & CEO post the completion of his current term.

Kotak is the founder and promoter of the bank and has been its MD & CEO since August 1, 2002. Kotak launched Kotak Mahindra Finance in 1985, which became the first non-banking financial company (NBFC) in India to be converted into a commercial bank - Kotak Mahindra Bank in 2003. As per Forbes Billionaires list, Kotak's net worth is \$13.3 billion.

"A long time ago, I saw names like JP Morgan and Goldman Sachs dominate the financial world and dreamed of creating such an institution in India. It is with this dream that I started Kotak Mahindra 38 years ago, with 3 employees in a 300 sq ft office in Fort, Mumbai. I have deeply cherished every bit of this memorable journey, living my dream," he wrote on X.

Under Kotak's leadership, Kotak Mahindra group established a presence in various areas of financial services from stock broking, investment banking, car finance, life insurance and mutual funds.

"I stand in a lonely place of being a founder, promoter and significant shareholder of this great institution. It also bears our family name and carries that as its brand. The institution that we have together built stands for purpose, trust and integrity. I am committed as a stakeholder to see this institution sustain and grow," he wrote in the letter to Apte.

FULL REPORT ON
www.indianexpress.com

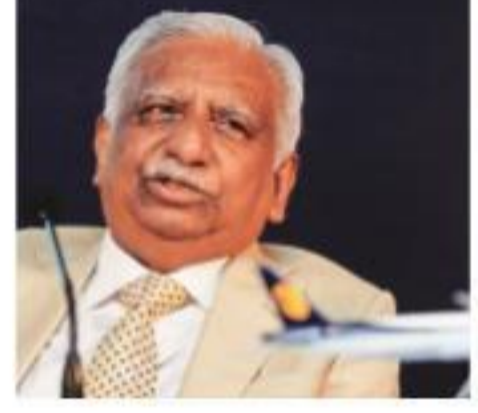
The 'rags to riches to grounding' story of Jet Airways' founder Naresh Goyal

SUKALP SHARMA & GEORGE MATHEW
NEW DELHI/MUMBAI, SEPTEMBER 2

NARESH GOYAL, who was arrested by the Enforcement Directorate late Friday in a money laundering case linked with an alleged fraud of Rs 538 crore with Canara Bank, was once the poster boy of Indian aviation. Goyal, now 74, founded and built Jet Airways into a world class airline, and then oversaw its fall from the skies. And it wasn't just his airline that he shaped. For better or worse, Goyal's fingerprints were all over the direction India's aviation sector took for over two decades, thanks in part to his clout among politicians across party lines and governments.

Born in 1949, Goyal spent his formative years in Punjab, first in Sangrur and then Patiala. A crippling financial crisis engulfed the Goyal household, and in the early 1960s, the family moved to Patiala from Sangrur. In 1967, Goyal started working for Das's travel agency in Delhi, which had become the general sales agent for Lebanese International Airlines. In 1974, Goyal decided to set up his own business, and started Jetair (Private) Limited, providing sales and marketing representation to foreign airlines in India. The company represented some global majors in India, including Air France and Cathay Pacific.

The take-off
The initiation of liberalisation of the Indian economy in the early 1990s came as a watershed moment for Goyal. As the government allowed private airlines to operate scheduled services under



Founder Naresh Goyal (left); Jet Airways aircraft are seen parked on the tarmac in Mumbai airport. File

its Open Skies Policy, Jet Airways came into existence, and launched commercial operations in May of 1993. It was then backed by Gulf Air and Kuwait Airways, which together held 40 per cent stake in the airline. At the time, a few other domestic airlines—East-West Airlines, Damania Airways, Sahara India Airlines, and ModiLuft—were established. Except for Sahara, which was later rebranded as Air Sahara, the other three airlines disappeared from the Indian aviation map within a few years.

As Jet Airways emerged as the major challenger to government-owned carriers Indian Airlines and Air India, Goyal purportedly made efforts—using his clout and network in the government and among politicians—to ensure that his airline charted a course of rapid growth and outmanoeuvred competitors and upstarts.

Jet Airways had already become the airline of choice for Indians, offering world-class service that put it way ahead of Indian Airlines and Air India in the eyes of flyers. The next few years saw Jet Airways going international

and rapidly expanding its domestic market share. It had a rather successful IPO in 2005 and was the market leader on most counts. While Jet Airways was on the ascent and government-owned airlines were losing ground, new entrants were emerging in India's aviation space. Low-cost carriers like Air Deccan, SpiceJet, IndiGo, and GoAir (later rebranded to Go First), and Vijay Mallya's flamboyant Kingfisher Airlines were beginning to change the contours of Indian aviation.

Turbulence troubles

Perhaps these developments forced Goyal's hand in acquiring Air Sahara in 2007 for over Rs 2,200 crore, a valuation that many believed was quite rich. Costs were also piling up for Jet Airways on the international operations front. The airline had ordered nearly two dozen wide-body aircraft from Boeing and Airbus and was applying for international routes at a rapid pace, but without having in-house expertise and inadequate personnel training for operating long-haul flights.

At the same time, fare wars

began among Indian airlines as low-cost carriers gained ground. To make matters worse, global oil prices shot up in 2008 and the year later saw the world slipping into a financial crisis, both of which had a significant impact on the aviation and travel sectors in various parts of the world. The surge in oil prices was a major headache as along with oil, jet fuel prices had skyrocketed. Jet fuel usually accounts for over 40 per cent of an airline's operational costs. The financial crisis had hit demand for air travel. Under pressure from low-cost carriers and grappling with a difficult operating and economic environment, full-service carriers Jet Airways and Kingfisher Airlines borrowed heavily. In 2012, Kingfisher had to shut shop. Jet Airways, too, was not in great financial health and was scouting for funds and investors. Interestingly, the airline got a lifeline of sorts with the government changing its FDI policy to allow foreign airlines to own up to 49 per cent stake in Indian carriers.

FULL REPORT ON
www.indianexpress.com

Centre asks states to form logistics policy

PRESS TRUST OF INDIA
NEW DELHI, SEPTEMBER 2

THE CENTRE has asked states to formulate logistics policy as it would help promote ease of doing business, the commerce and industry ministry said on Saturday.

It was also suggested to the states for integrating quality data on the portal for the state master plan for wider adoption of PM GatiShakti initiative.

The initiative helps in proper planning and implementation of infrastructure projects.

These issues were discussed in a meeting called by the Department for Promotion of Industry and Internal Trade (DPIIT) on August 31 to promote wider adoption of PM GatiShakti National Master Plan (NMP).

It was chaired by Special Secretary in the DPIIT Sumita Dawra.

So far, 22 states have notified their logistics policies.

KARNATAKA POWER CORPORATION LIMITED
(A Government of Karnataka Enterprise)
CIN: U85110KA1970SGC001919

No. A1 M1 B3/MCL - CTA - RSR/ SEPTEMBER 2023 Dated: 01.09.2023

SHORT TERM NOTICE INVITING TENDER
(Two cover system) Through Karnataka Public Procurement Portal only

Tenders are invited from reputed companies / persons having adequate knowledge, expertise and funds mobilisation capacity for Liasoning, Movement, handling and delivery of upto 5.00 lakh MT of Raw Coal from Mahanadi Coalfields Limited, Taicher in Odisha to Raichur Thermal Power Station (RTPS) in Karnataka by Rail-Sea-Rail route for a period of 6 months.

The last date for receipt of the completed bids: 17.00 hrs on 15.09.2023. The tender document can be downloaded from the website <https://www.kppc.karnataka.gov.in> (No. KPCL/2023-24/SE0045). Further details can be had from The Superintending Engineer (Mines), KPCL, No. 82, Shakti Bhavan, 3rd Floor, Race Course Road, Bengaluru-560 001. Telefax: 080-22203894. e-mail: cefuelskpcl@karnataka.gov.in Website: <https://www.kpcl.karnataka.gov.in>

JAIPUR DEVELOPMENT AUTHORITY
Indira Circle, Jawahar Lal Nehru Marg, Jaipur-302004

No : JDA/EE&TA to Dir.Engg.-I/2023-24/D-98 Dated : 01.09.2023

NOTICE INVITING BID
NIB No. : EE & TA to Dir.Engg.-I/22/2023-24

Bids are invited for works given below in various zones as per details given :-

S. No.	Zone	UBN No.	Cost of Work (Lacs)	Nature of Work	Last Date
1.	EE-10	JDA2324WSOB00471	423.13	Renewal & Construction of Road	18.09.2023
2.	EE-12	JDA2324WSOB00502	357.45	Strengthening & Renewal of Road	23.09.2023
3.	EE-Elect.-I	JDA2324WLOB00479	1790.00	Operations & Maintenance Work	18.09.2023
4.	EE-Elect.-I	JDA2324WSRC00509	331.56	Annual Rate Contract for Providing and Fixing of High Mast Lights	21.09.2023

Details are available at Procurement Portal website www.sppp.rajasthan.gov.in, www.eproc.rajasthan.gov.in and www.jda.rajasthan.gov.in.

Executive Engineer & TA to Dir.Engg-I

Raj. Samwad/C/2023-24/8556

Canada pauses negotiations on trade agreement with India, says official

PRESS TRUST OF INDIA
NEW DELHI, SEPTEMBER 2

IN AN unexpected move, Canada has paused negotiations for a free trade agreement with India and now both countries will mutually decide on resuming the talks in the future, an official said.

"The Canadian side conveyed that they were taking a pause in India-Canada negotiations on the Early Progress Trade Agreement. This will enable us both to take stock of progress

and next steps. We will decide by mutual agreement when negotiations will resume," the official told PTI.

However, the official did not provide more details about the issue. The development assumes significance as Canadian Prime Minister Justin Trudeau will be here next week to attend the G20 Summit on September 9-10. Over half a dozen rounds of talks have been held between the countries on the trade pact so far.

In March last year, the two countries re-launched negotia-

tions for an interim agreement, officially dubbed as Early Progress Trade Agreement (EPTA).

In such agreements, two countries significantly reduce or eliminate customs duties on the maximum number of goods traded between them. They also liberalise norms for promoting trade in services and attract investments.

Indian industry was looking at duty-free access for products like textiles and leather besides easy visa norms for the movement of professionals.

