



ALPHA GEO (INDIA) LIMITED

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E-mail: info@alphageoindia.com, Website: www.alphageoindia.com

Date: 18.07.2026

To
Listing Department
National Stock Exchange of India Limited
Exchange Plaza, Plot No. C-1, G Block,
Bandra Kurla Complex, Bandra (E)
Mumbai- 400 051
NSE Symbol: ALPHAGEO

To
Department of Corporate Services
BSE Limited
1st Floor, New Trading Ring, Rotunda
Building, Phiroze Jeejeebhoy Towers,
Dalal Street, Fort, Mumbai- 400 001
BSE Scrip Code: 526397

Dear Sir,

Sub: Intimation of Notice to Shareholders by Newspaper advertisement in respect of transfer of equity shares to IEPF Account.
Ref: Regulation 30 & 47 of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015

Enclosed are copies of newspaper advertisement published on **July 18, 2026** in *Business Standard* (English daily, all editions) and *Nava Telangana* (Telugu daily, Hyderabad edition).

The advertisement pertains to the “**Notice to the Shareholders**” of the Company, intimating that equity shares in respect of which dividend has remained unclaimed for **seven consecutive years** are liable to be transferred to the **Investor Education and Protection Fund (IEPF) Authority** in accordance with applicable provisions.

The advertisements are also available on the Company's website at: www.alphageoindia.com

Kindly take above information on your records.

Thanking You,
For **Alphageo (India) Limited**

Sakshi Mathur
Company Secretary & Compliance Officer

‘Paani waali train’ frenzy in Haryana as India’s hydrogen rail journey begins

Will research to find ways to reduce costs for hydrogen trains, says PM

DHRUVAKSH SAHA
Jind, 17 July

Hundreds of banners featuring photos of Prime Minister (PM) Narendra Modi and central as well as Haryana ministers adorn the freshly painted lanes of the highway leading to Jind and the approach road to the Jind Junction station. Residents say that many local roads were freshly paved and striped with lane markings just this past week. Meanwhile, a beautifully redeveloped Jind station — alive with vibrant cultural performances at its entrance — is bustling with crowds eager to board the Namo Green Rail, India’s first hydrogen train.

“Do din baad aapko bandar hi dikhenge yahan (After two days, you’ll only see monkeys here),” says a police personnel, who has been pulling extra shifts for the last two weeks for a rare VIP movement in the otherwise monotonous but religiously significant town of Jind.

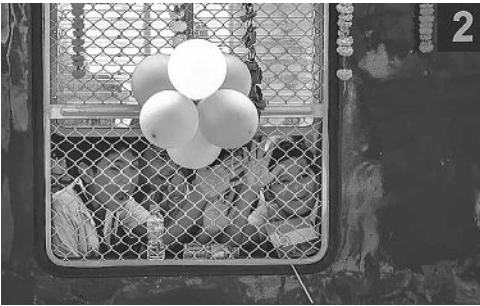
According to locals, trains have not been the popular option for many on the 89 km Jind-Sonapat route, despite it being a fourth of the cost of a bus ticket (₹25 for trains, against a ₹100 bus ticket). The Jind junction is not a busy venue ordinarily, says a staffer at the platform.

However, this day is different. A sense of pride has engulfed the whole town, which has seen long-pending cleanliness and infrastructure work happen due to this launch, and feels lucky to have been chosen as the site which will go down in history as the birthplace of “paani waali train” (the train that runs on water).

“Did you know this train has 10 coaches while global hydrogen trains only have three-four coaches,” asks Sunil, who works as a server at a nearby dhaba. He’s not going to the station, but says that he will try it out within the next few days.

Between the locals invited to ride the first train and those looking on from their shops and houses, the people of Jind know minute details about the train’s functioning that would elude some seasoned experts.

At the platform, the 10-coach train — painted in shiny blue — has been decorated with flowers and tricolour bal-



“AT OTHER PLACES, HYDROGEN TRAIN HAS THREE TO FOUR COACHES ONLY. BUT IN INDIA, THIS TRAIN HAS 10 COACHES. BY RUNNING THIS TRAIN, INDIA HAS ESTABLISHED ITS PRESENCE IN THE WORLD”

Narendra Modi, Prime Minister

(Clockwise from left) PM Narendra Modi at the flag-off ceremony of India’s first hydrogen-powered train, Namo Green Rail, in Haryana’s Jind on Friday; he was accompanied by Railways Minister Ashwini Vaishnaw; Schoolchildren from Haryana were given the honor of taking the historic, very first ride on this zero-emission train

PHOTOS: PTI, REUTERS

loons, featuring “Hydrogen Powered” and “Namo Green Rail”. The train carries a small power plant onboard in the form of a Proton Exchange Membrane fuel cell, the rail-ways says. Hydrogen stored in the train’s cylinders combines with oxygen from the surrounding air inside the fuel cell, producing electricity that powers the traction motors and turns the wheels.

The train only leaves water vapour as a byproduct.

Chandrakant Kumar, the train’s loco pilot, along with the rest of the train staff, is don-

ning a brand-new uniform for the inaugural run. He has been training for this day while the engineers of the railways were fine-tuning the minutiae of the train.

Two sets of four-day training sessions were held in Chennai and Delhi’s Shakurbasti depot, where various technical aspects of the train were explained to several loco pilots. The train takes four hours to refuel at the nearby hydrogen plant, says Kumar. The facility stores nearly 3,000 kg of hydrogen at a time, and it is dispensed through two independent hydrogen dispensers at a regulated pressure of 350 bar.

“We can do two round trips on the Jind-Sonapat route with 100 per cent fuel, which is around 220 kg of hydrogen in each of the driving power cars,” says Kumar. With off-hand cal-

culations, he assures that it means the train runs roughly 360 km on 440 kg of hydrogen, with a top speed of 75 km per hour (kmph). “There are some technical differences in terms of safety mechanisms, and the loco pilot cabin has some minor changes, but the larger operating protocol is very similar to a regular EMU (electric multiple unit),” he says.

Nitin Parikh, who is from Delhi and is one of the train managers for the flagoff, says that the train runs at 75 kmph not due to its own constraints but because of the track’s permissible speed limits. “It can run up to 110 kmph if the track allows,” he says.

Hydrogen is easily flammable, and the railways has built in safety mechanisms tested and certified by international agencies. “If there’s any leak or safety concern, the engine shuts down. It is a fail-safe mechanism built into the train,” says Kumar.

An hour later, with PM Modi giving the green light, the train accelerates out of the platform slowly, with non-air-conditioned coaches testing the exuberance of passengers on a sunny day.

“For now, this journey is 90 km long. But in the future, there are immense possibilities for expansion. We will continue researching how to reduce costs, how to increase efficiency, and step by step, after thorough investigation, we will keep moving forward,” Modi says in an address in the city later.

The storage plant, as the hydrogen economy grows, will be a source of employment for the local population in the future, Modi says in his address. For now, residents say that only railway and associated professionals have been working there in the initial stages, with little local employment so far.

While the journey is largely smooth, by the time the train reaches Pandu Pindara station, the freshly coated and painted seats have begun to lose layers of the coating, which has stuck to the clothes of passengers, who are puzzled to find their clothes covered in a dark blue layer of paint and rubber, wondering if it will come off after a wash. Residents hope that this newfound fame will bring prosperity to Jind.

“What we have been told is that this is the future of railway mobility. Some have said that it is too expensive to become the future. Even if it is for vanity, I only look at the development of Jind in the last two weeks just because of the visit,” says Sandeep Kumar, who has sneaked out to the train with his wife and children from the Jind City station, as entry today is on an invite-only basis.

Kumar, who runs a small household fittings fabrication unit in Jind, says that agrarian income is shrinking in the district, and there is a need

for a proper industrial zone here. Land prices have shot up recently, making leasing rates unsustainable for many farmers, who have now moved on to other sources of employment.

“Ek do aur aisa kuch bana dein, aur Modiji aa jayein to Jind me vikas to hota rahega kam se kam (if the government does more such projects and Modi visits, at least Jind will keep getting development work done),” says Kumar.

According to experts, cost concerns need to be addressed in the interest of propelling the clean mobility economy forward.

India’s hydrogen train initiative proves the technology is viable, though costlier than electric alternatives. According to Kuljit Singh, partner and infrastructure leader at EY India, successfully scaling this technology requires establishing dedicated hydrogen storage infrastructure and strict safety protocols to mitigate risks associated with highly flammable hydrogen.

“To bring down the cost to reasonable levels, the government needs to provide subsidies and also dovetail this with the ongoing green hydrogen procurement initiatives in India. As green hydrogen costs decline and supporting infrastructure scales up, hydrogen could play a meaningful role in India’s clean transport transition, while also triggering Indian innovation across the hydrogen value chain,” he adds.

about ₹14,700 crore in Haryana, including the country’s first hydrogen-powered train.

Modi said hydrogen train technology entered practical use globally only seven to eight years ago and remains operational in only a handful of countries, largely on a pilot basis. India, by contrast, has successfully run a hydrogen-powered train with 10 coaches in its first attempt, compared with the three to four coaches typically seen elsewhere, he further said.

The Prime Minister also inaugurated the Haryana section of the Delhi-Amritsar-Katra Expressway, the Jind-Gohana National Highway and the Ambala-Kala Amb four-lane highway project.

Referring to the conflict in West Asia, Modi said the Strait of Hormuz had remained engulfed in crisis for the past three to four months. “For the past several months, war has been going on in West Asia. It is through the Hormuz sea route that India receives a huge quantity of petrol, diesel, LPG and fertilisers for our farmers. But for the last three to four months, this route has continuously remained a battlefield, surrounded by crisis,” the Prime Minister said.

Modi underscored that India’s railway operations remained unaffected despite the disruption. “Despite the war and the resulting oil supply crisis, India’s railways did not come to a halt. The country’s development did not come to a standstill. Trains continued to run without interruption,” he added.

Modi said that had a similar global fuel crisis occurred before 2014, when only about 30 per cent of the railway network was electrified, India’s heavy reliance on diesel would have brought rail operations to a halt.

Nearly 99 per cent of the national rail network and all railway tracks in Haryana have now been electrified, he noted, adding, “Because of complete electrification, our trains continued to run without interruption despite the severe global oil crisis.”

The Prime Minister was speaking after launching development projects worth

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Email: cs@alphageoindia.com | Website: www.alphageoindia.com

NOTICE TO SHAREHOLDERS
[Transfer of Equity Shares to the Investor Education and Protection Fund (IIEPF) Account]
Members are hereby informed that in terms of Section 124(6) of the Companies Act, 2013 read with the Investor Education and Protection Fund Authority (Accounting, Audit, Transfer and Refund) Rules, 2016 (hereinafter referred as “the Rules”) as amended from time to time, the Company is required to transfer the equity shares in respect of which dividend remained unpaid or unclaimed for seven consecutive years or more to IIEPF Account established by the Central Government.
Shareholders are requested to note that the dividend declared for the financial year 2018-19, which remained unpaid or unclaimed for seven consecutive years, will be due to be credited to the IIEPF account in November 2026. The corresponding shares on which dividend remains unpaid or unclaimed for seven consecutive years will also get due to being transferred to the IIEPF account as per the procedure set out in the rules. The Company has uploaded complete details of unpaid or unclaimed dividends and shares due for transfer to the IIEPF Account on its website at <https://www.alphageoindia.com/IIEPF.htm>
As per the said Rules, the Company has sent individual communication to the concerned shareholders whose shares are liable to be transferred to IIEPF Account, at their address registered with the Company for taking appropriate actions. In case the Company does not receive any communication from the concerned shareholder(s) by 15th October 2026, the Company shall, with a view to comply with the requirement set out in the Rules, transfer the shares to IIEPF by the due date, without any further notice as per procedure stipulated in the Rules.
The concerned shareholders may note that, upon such transfer they can claim back the share(s) as well as unclaimed dividend or corporate benefits accruing on such share(s), if any, from the IIEPF Authority by following the procedure prescribed under the rules. Please note that no claim shall lie against the Company with respect to the unclaimed dividends and share(s) transferred to the IIEPF Account established by the Central Government pursuant to the rules.
For further clarifications or assistance, you may write to us at:
KFin Technologies Limited
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For Alphageo (India) Limited
Sd/-
Sakshi Mathur
Company Secretary

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NOTICE OF THE 19th (NINETEENTH) ANNUAL GENERAL MEETING AND INFORMATION ON E-VOTING

- NOTICE** is hereby given that the 19th (Nineteenth) Annual General Meeting (“**AGM/ Meeting**”) of Aditya Birla Capital Limited (“**the Company / your Company**”) will be held on **Friday, 14th August 2026 at 11:00 a.m. (IST)** through Video Conferencing (‘VC’) / Other Audio-Visual Means (‘OAVM’) in compliance with the applicable provisions of the Companies Act, 2013 and the rules made thereunder and SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, read with the General Circular No.20/2020 dated 8th April 2020, 13th April 2020, 05th May 2020, 15th June, 2020, 23rd June, 2021, 8th December, 2021, 5th May 2022 and 28th December, 2022, read with subsequent circulars issued from time to time, including the latest General Circular No. 03/2025 dated 22nd September 2025 (collectively, the “**MCA Circulars**”) and the Securities and Exchange Board of India (“**SEBI**”) (Listing Obligations and Disclosure Requirements) Regulations, 2015, vide its Circular No. SEBI/HO/CFD/CMD1/CIR/P/2020/79 dated 12th May, 2020, Circular No. SEBI/HO/CFD/CMD2/CIR/P/2021/11 dated 15th January, 2021 and the subsequent circulars issued in this regard, including the latest Circular No. SEBI/HO/CFD/CFD-PoD-2/P/CIR/2024/133 dated 03rd October, 2024 read with SEBI Master Circular HO/49/14/14(7)2025-CFD-PoD2/1/3762/2026 dated 30th January 2026 issued by SEBI (collectively referred to as ‘Circulars’), to transact the business that will be set forth in the Notice of the AGM. Members participating through the VC / OAVM facility shall be reckoned for the purpose of quorum under Section 103 of the Companies Act, 2013.
- The Company has sent the Notice of 19th AGM and the Annual Report for the financial year 2025 -26 via email on Friday, 17th July 2026 to those Members whose email IDs are registered with the Company / RTA / Depository Participants (DPs) in accordance with aforementioned Circulars. Additionally, in accordance with Regulation 36(1)(b) of the SEBI Listing Regulations, a letter has been sent to the shareholders, whose e-mail IDs are not registered with Company / RTA / DPs, providing the web-link along with the path to access the Annual Report for financial year 2025-26. The Notice of AGM and the Annual Report are also available at:
 - Company’s website at <https://www.adityabirlacapital.com/investor-relations>
 - Website of the Stock Exchanges i.e. BSE Limited at www.bseindia.com and National Stock Exchange of India Limited at www.nseindia.com; and
 - Website of Company’s Registrar & Share Transfer Agent, KFin Technologies Limited (“RTA/ KFinTech”) at <https://evoting.kfintech.com>
- The documents referred to in the Notice of AGM are available for inspection electronically without any fee by the Members from the date of circulation of the Notice of AGM up to the date of AGM. Members seeking to inspect such documents can send an email to abc.secretarial@adityabirlacapital.com asking for the same with the subject line “Aditya Birla Capital Limited -19th AGM”.
- Members who would like to express their views or ask questions during the AGM may register themselves by logging on to <https://emeetings.kfintech.com> and clicking on the ‘**Speaker Registration**’ option available on the screen after log in. The Speaker Registration will be open from **Tuesday, 11th August 2026 to Thursday, 13th August 2026**. Only those Members who are registered will be allowed to express their views or ask questions. The Company reserves the right to restrict the number of questions and number of speakers, depending upon availability of time as appropriate for smooth conduct of the AGM.
- Alternatively, Members holding shares as on the cut-off date may also visit <https://emeetings.kfintech.com> and click on the tab ‘Post Your Queries’ and post their queries / views / questions in the window provided, by mentioning their name, demat account number / folio number, email ID and mobile number. The window will close at 05:00 p.m. (IST) on Wednesday, 12th August 2026.

Instructions for remote e-voting and e-voting at the AGM:

In compliance with the Section 108 of the Companies Act, 2013 read with Rule 20 of the Companies (Management and Administration) Rules, 2014, as amended from time to time and Regulation 44 of the SEBI (LODR) Regulations, 2015, the shareholders are provided with the facility to cast their votes on all resolutions set forth in the Notice of 19th AGM using electronic voting system (e-voting) provided by KFinTech. Shareholders have option to cast their vote using the remote e-voting or e-voting during the AGM (“Insta Poll”). The process for remote e-voting and e-voting during the AGM is provided in the Notes of the Notice of the 19th AGM. The Cut-off date for determining the eligibility of Shareholders for e-voting is **Friday, 7th August 2026**.

The remote e-voting facility will be available during the following period:	
Commencement of remote e-voting:	9:00 a.m. on Tuesday, 11 th August 2026
End of remote e-voting:	5:00 p.m. on Thursday, 13 th August 2026

The remote e-voting will not be allowed beyond the aforesaid date and time and the remote e-voting module shall be forthwith disabled by KFinTech upon expiry of the aforesaid period.

- A person, whose name is recorded in the Company’s Register of Members or in the Register of beneficial owners maintained by the depositories as on the cut-off date, i.e., Friday, 7th August 2026 only shall be entitled to avail the facility of remote e-voting or for participation at the AGM and voting through Insta Poll.
- Manner of registering / updating email address(es):**
Members who have not registered / updated their email address(es) with the Company/ Depository Participant(s), then such Member is requested to register/ update their e-mail addresses with the Depository Participant (in case of Shares held in dematerialised form) or with KFinTech (in case of Shares held in physical form) by sending Form ISR-1 along with requisite documents at KFin Technologies Limited, Unit –Aditya Birla Capital Limited, Selenium Building, Tower-B, Plot No. 31 & 32, Gachibowli, Financial District, Nanakramguda, Serilingampally, Hyderabad, Rangareddy, Telangana, India - 500 032 or by sending digitally signed documents at einward.ris@kfintech.com.
- The Members who have cast their vote(s) by remote e-voting may also attend the Meeting but shall not be entitled to cast their vote(s) again at the Meeting. Once the vote on a resolution is cast by a Member, whether partially or otherwise, the Member shall not be allowed to change it subsequently or cast the vote again.
- Any person, who acquires shares of the Company and becomes Member of the Company after the dispatch of the notice of AGM and holding shares as on the cut-off date i.e. Friday, 7th August 2026, can obtain Login ID and password by sending a request at evoting@kfintech.com. However, if a person is already registered with KFinTech for remote e-voting then existing User ID and password can be used for casting the vote.
- In case of any query pertaining to e-voting, Members may refer to the “Help” and “FAQs” sections / E-voting user manual available through a dropdown menu in the “Downloads” section of KFinTech’s website: <https://evoting.kfintech.com> / For any grievances relating to remote e-voting, please contact Mr. Ganesh Patro, Assistant Vice President , M/s KFin Technologies Limited, Selenium Tower B, Plot 31-32, Gachibowli, Financial District, Nanakramguda, Hyderabad 500 032; at e-mail: einward.ris@kfintech.com Phone No.: +91 40 6716 1630 Toll-free No.: 1800-309-4001.
- Members are requested to carefully read all the Notes set out in the Notice of 19th AGM and in particular, instructions for joining the AGM, manner of casting vote through remote e-voting or e-voting at the AGM.
- For any queries relating to the Annual Report, Members can write to KFinTech at E-mail ID: einward.ris@kfintech.com or to the Company at abc.secretarial@adityabirlacapital.com with the subject line “Aditya Birla Capital Limited - 19th AGM”.

By order of the Board of Directors
of Aditya Birla Capital Limited
Sd/-
Santosh Haldankar
Company Secretary & Compliance Officer
ACS 19201

Place: Mumbai
Date : 17th July, 2026

► FROM PAGE 1

RIL beats expectations in an all-round Q1 show

The promoter group increased its holding in Reliance Industries by nearly 0.5 percentage point during the June quarter through open-market purchases, reinforcing its long-term commitment to the company. Regulatory filings showed promoter and promoter group shareholding rose to 50.48 per cent at the end of June from about 50 per cent three months earlier.

Reported Ebitda fell 6.8 per cent Y-o-Y to ₹54,067 crore from ₹58,024 crore, but rose 11.3 per cent sequentially from ₹48,588 crore. Core Ebitda, excluding other and non-recurring income, increased 10.7 per cent Y-o-Y to ₹47,517 crore from ₹42,905 crore and was also above the Bloomberg consensus estimate of ₹46,650 crore.

Core Ebitda margins, however, contracted as operating and manufacturing costs rose. The margin declined to 15.25 per cent of net sales from 17.61 per cent a year earlier, although it improved from 15.01 per cent in the March quarter. Consolidated operating expenses climbed 30.5 per cent Y-o-Y, led by higher raw material costs and purchases of finished goods or stock-in-trade.

Earnings were also weighed down by higher finance costs and depreciation following the capitalisation of 5G assets at Reliance Jio. Interest expenses rose 18.5 per cent Y-o-Y to ₹8,337 crore from ₹7,036 crore, while depreciation increased 9.1 per cent to ₹15,100 crore from ₹13,842 crore.



The O2C business reported a 13.2 per cent Y-o-Y rise in segment Ebit (earnings before interest and taxes) to ₹14,170 crore from ₹12,521 crore. Segment revenue jumped 30.4 per cent to about ₹2.02 trillion, driven by higher prices of refined petroleum products, petrochemicals and synthetic fibres.

The oil and gas business posted a 9.6 per cent increase in segment profit to ₹3,888 crore from ₹3,546 crore, while revenue rose 3.2 per cent to ₹6,298 crore from ₹6,103 crore. “The O2C business delivered strong performance during the quarter, supported by all-time high middle distillate cracks and improved downstream petrochemical deltas. This was achieved despite a challenging global energy market backdrop with disrupted supply chains. Our teams navigated this difficult environment with operational agility and ensured adequate availability of essential fuels

and materials in the domestic markets,” Ambani said.

Among the consumer-facing businesses, Jio Platforms contributed strongly to consolidated earnings. Net profit rose 9.2 per cent Y-o-Y to ₹7,764 crore from ₹7,110 crore, although it declined 2.2 per cent sequentially from ₹7,935 crore. Jio Platforms recently filed draft documents for an initial public offering that could become India’s largest listing by market capitalisation. Revenue rose 12 per cent Y-o-Y to ₹45,961 crore.

Average revenue per user (ARPU) increased 3.3 per cent Y-o-Y to ₹208.8, supported by an improved subscriber mix and seasonal factors, partly offset by promotional offers for fixed broadband customers, the company said. Reliance Jio ended June with 533.3 million subscribers, including 285 million 5G users, accounting for more than 54 per cent of its customer base. It added 8.9 million subscribers during the quarter.

RIL’s retail subsidiary, Reliance Retail Ventures (RRVL) reported a 14.1 per cent

Hormuz a ‘battlefield’, but our growth didn’t stall: PM

Modi said that had a similar global fuel crisis occurred before 2014, when only about 30 per cent of the railway network was electrified, India’s heavy reliance on diesel would have brought rail operations to a halt.

Nearly 99 per cent of the national rail network and all

Y-o-Y fall in net profit at ₹2,805 crore in Q1 FY27. Ebitda from operations was down 1.8 per cent Y-o-Y to ₹5,935 crore. In Q1, its finance cost was up 34 per cent Y-o-Y at ₹793 crore.

The country’s largest retailer’s revenue from operations came in at ₹79,745 crore, up 8.2 per cent year-on-year, while its gross revenue was up 7.4 per cent to ₹90,408 crore. Its gross revenue (adjusted for demerger of Consumer Brands business) was up 11.6 per cent Y-o-Y with double digit underlying growth across grocery, fashion & lifestyle and consumer electronics consumption baskets, the company said in its statement. During the quarter, it opened 252 new stores taking its total store count to 20,169 with a total area of 78.4 million square feet.

Reliance Consumer Products reported a gross revenue of ₹8,600 crore in the April-June quarter, an increase of 2.1 times. Its daily essentials category sales were led by the Independence brand and delivered ₹3,200 crore sales in Q1.

Modi said that had a similar global fuel crisis occurred before 2014, when only about 30 per cent of the railway network was electrified, India’s heavy reliance on diesel would have brought rail operations to a halt.

Nearly 99 per cent of the national rail network and all

railway tracks in Haryana have now been electrified, he noted, adding, “Because of complete electrification, our trains continued to run without interruption despite the severe global oil crisis.”

The Prime Minister was speaking after launching development projects worth

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