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
Digitally signed by SAKSHI MATHUR
Date: 2026.07.18 16:32:24 +05'30'

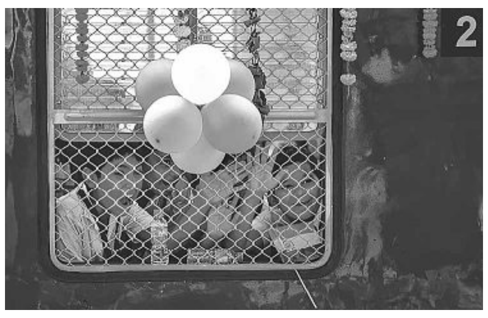
Sakshi Mathur
Company Secretary & Compliance Officer

‘*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



“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

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-Sonipat 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 balloons, 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 railways 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 donning 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.

ACCORDING TO EXPERTS, COST CONCERNS NEED TO BE ADDRESSED IN THE INTEREST OF PROPELLING THE CLEAN MOBILITY ECONOMY FORWARD

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-Sonipat 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 calculations, 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 on 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.

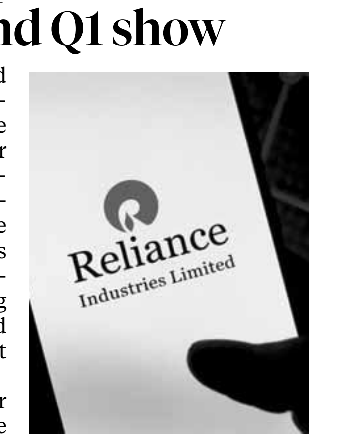
According to experts, cost concerns need to be addressed in the interest of propelling the clean mobility economy forward.

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.

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 Y-o-Y fall in net profit at ₹2,805 crore in Q1FY27. 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.

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 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 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.

హైటెక్ సిటీ రైల్వే స్టేషన్‌కు ఆధునిక రూపు

అమృత్ స్టేషన్‌ను వర్చువల్‌గా ప్రారంభించిన ప్రధాని మోడీ

నవతెలంగాణ-సిటీబ్యూరో

అమృత్ భారత్ స్టేషన్ పథకం కింద పునరాభివృద్ధి చేసిన హైదరాబాద్‌లోని హైటెక్ సిటీ రైల్వే స్టేషన్‌ను ప్రధాని నరేంద్ర మోడీ శుక్రవారం వర్చువల్ విధానంలో ప్రారంభించారు. దేశంలోని 20 రాష్ట్రాల్లో పునరాభివృద్ధి చేసిన మొత్తం 75 అమృత్ స్టేషన్లను జలంధర్ రైల్వే స్టేషన్ నుంచి వీడియో కాన్ఫరెన్స్ ద్వారా ఆయన జాతికి అంకితం చేశారు. ఇదే సందర్భంగా దేశవ్యాప్తంగా సుమారు రూ.25 వేల కోట్ల విలువైన పలు అభివృద్ధి ప్రాజెక్టులను కూడా ప్రారంభించారు. హైటెక్ సిటీ స్టేషన్‌లో నిర్వహించిన కార్యక్రమంలో ఎమ్మెల్సీ ఎ.వి.ఎన్. రెడ్డి, దక్షిణ మధ్య రైల్వే జనరల్ మేనేజర్ సంజయ్ కుమార్ శ్రీవాస్తవ, సికింద్రాబాద్ డివిజన్ రైల్వే మేనేజర్ డాక్టర్ ఆర్. గోపాలకృష్ణన్, బీజేపీ రాష్ట్ర అధ్యక్షుడు రామచందర్‌రావుతో పాటు పలువురు అధికారులు, ప్రజాప్రతినిధులు పాల్గొన్నారు.

ఈ సందర్భంగా ఎమ్మెల్సీ ఎవిఎన్.రెడ్డి మాట్లాడుతూ.. పన్నెండేళ్లలో దేశంలో రైల్వే రంగం గణనీయమైన అభివృద్ధి సాధించిందన్నారు. తెలంగాణలో రూ.40 వేల కోట్లకు పైగా రైల్వే అభివృద్ధి పనులు కొనసాగుతున్నాయని తెలిపారు. మధ్యతరగతి ప్రజల అవసరాలకు అనుగుణంగా రైల్వే మౌలిక సదుపాయాల విస్తరణకు కేంద్ర ప్రభుత్వం ప్రత్యేక ప్రాధాన్యత ఇస్తోందని చెప్పారు. దక్షిణ మధ్య రైల్వే జనరల్ మేనేజర్ సంజయ్ కుమార్ శ్రీవాస్తవ మాట్లాడుతూ.. హైటెక్ సిటీ రైల్వే స్టేషన్‌ను ఆధునిక ప్రయాణికుల అవసరాలకు అనుగుణంగా పునరాభివృద్ధి చేసినట్టు తెలిపారు. కొత్త స్టేషన్ భవనం, విశాలమైన వెయిటింగ్ హాల్స్, ఆధునిక సైనేజీలు, లిఫ్టులు, ఎస్కలేటర్లు, దివ్యాంగులకు ప్రత్యేక సౌకర్యాలు కల్పించినట్టు వివరించారు. తెలంగాణలోని ఇతర అమృత్ స్టేషన్ల అభివృద్ధి పనులు కూడా నిర్దేశిత షెడ్యూల్ ప్రకారం కొనసాగుతున్నాయన్నారు. మౌలిక సదుపాయాల కల్పన, వేగవంతమైన విద్యుదీకరణ, ఆధునిక సౌకర్యాలతో రాష్ట్ర రైల్వే పరివర్తనలో కీలక పాత్ర పోషించిందన్నారు. కార్యక్రమంలో భాగంగా "నా నగరంలో అభివృద్ధి చెందిన రైల్వే స్టేషన్ ఎలా ఉంటుంది?", "అభివృద్ధి చెందిన భారత నిర్మాణానికి నేను ఏమి చేస్తాను?" అనే అంశాలపై నిర్వహించిన వ్యాసరచన, చిత్రలేఖనం, పెయింటింగ్ పోటీల విజేతలకు ప్రముఖులు బహుమతులను అందజేశారు. పునరాభివృద్ధి చేసిన హైటెక్ సిటీ అమృత్ స్టేషన్‌ను పురస్కరించుకుని నిర్వహించిన ఇతర పోటీల విజేతలను కూడా సన్మానించారు. అనంతరం సాంస్కృతిక, జానపద నృత్య ప్రదర్శనలు ఆకట్టుకున్నాయి.

ఉద్యోగుల ఆరోగ్య భద్రత చారిత్రక నిర్ణయం

ఉద్యోగ, పెన్షనర్ సంఘాల హర్షం

నవతెలంగాణ బ్యూరో - హైదరాబాద్

రాష్ట్రంలో ఉద్యోగులు, పెన్షనర్ల ఆరోగ్య భద్రత పట్ల రాష్ట్ర ప్రభుత్వం చారిత్రాత్మక నిర్ణయం తీసుకుందని ఉద్యోగ, పెన్షనర్ సంఘాలు తెలిపాయి. ఉద్యోగులకు ఆరోగ్య కార్డులను ఇవ్వడం పట్ల హర్షం వ్యక్తం చేశాయి. ఉద్యోగులు, పెన్షనర్లకు న్యాయమైన, నగదు రహిత వైద్య సేవలు అందుబాటులోకి తెచ్చినందుకు ఉప ముఖ్యమంత్రి భట్టి విక్రమార్క మల్లు కృతజ్ఞతలు తెలిపాయి. ఈ సందర్భంగా భట్టి విక్రమార్కను ఉద్యోగ, పెన్షనర్ సంఘాల ప్రతినిధులు సన్మానించి పుష్పగుచ్ఛం అందజేసి అభినందించారు. ఈ కార్యక్రమంలో టీజీవో అసోసియేషన్ చైర్మెన్ వి లచ్చిరెడ్డి, ఎన్జీవోస్ రాష్ట్ర అధ్యక్షులు దేవరకొండ సైదులు, ప్రధాన కార్యదర్శి యూ పోచయ్య, ఎస్టీయూటీఎస్ రాష్ట్ర అధ్యక్షులు జి సదానందం గౌడ్, పెన్షనర్ల అసోసియేషన్ చైర్పర్సన్ ఉమాదేవి తదితరులు పాల్గొన్నారు. రాష్ట్ర ప్రభుత్వానికి, ముఖ్యమంత్రి రేవంత్‌రెడ్డికి ధన్యవాదాలు తెలిపారు.

బాలికపై లైంగిక దాడి.. ముగ్గురిపై పోక్సో కేసు

నవతెలంగాణ-హాలియా

బాలికను బెదిరించి దుండగులు లైంగిక దాడి చేసిన ఘటన నల్లగొండ జిల్లా హాలియాలో శుక్రవారం ఆలస్యంగా వెలుగు చూసింది. ముగ్గురిపై పోక్సో, లైంగికదాడి తదితర సెక్షన్ల కింద పోలీసులు కేసులు నమోదు చేశారు. ఘటనకు సంబంధించి వివరాలను ఎస్ఐ ప్రశాంత్ వెల్లడించారు.