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# **CONTENTS**

Sr. No.	TITLE & NAME OF THE AUTHOR (S)	Page No.
1.	EVALUATING THE EFFICACY OF TIME MANAGEMENT AND WORK-LIFE BALANCE TRAINING  Dr. PARINAZ BHARUCHA	1
2.	PROMOTER PLEDGING OF INFRASTRUCTURE COMPANIES IN INDIA – AN EMPIRICAL VIEW  KANTHA PRIYA.M & Dr. V. SORNAGANESH	4
	REQUEST FOR FEEDBACK & DISCLAIMER	7

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REVIEW OF LITERATURE

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STATEMENT OF THE PROBLEM

**OBJECTIVES** 

**HYPOTHESIS (ES)** 

RESEARCH METHODOLOGY

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**FINDINGS** 

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- Bowersox, Donald J., Closs, David J., (1996), "Logistical Management." Tata McGraw, Hill, New Delhi.
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#### PROMOTER PLEDGING OF INFRASTRUCTURE COMPANIES IN INDIA – AN EMPIRICAL VIEW

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#### **ABSTRACT**

Pledging is an intangible liability not reflected in final accounts and creates a massive impact in corporate economy. Listed corporates moving pledging of shares for financial requirements increase their stock volatility and increasing P/E ratio, increasing market value of shares brings ultimate value of the concern lower. Non repayment of pledge interest and amount results in sale of promoter shares in the open market which reflects in change of ownership a risk burden for the stakeholders. In this study 10 infrastructure companies undertaken public private partnership projects has been analyzed to find out whether the pledging of shares by these companies affect the market value of the shares. Another attempt has been made to analyze that the amount spent on capital expenditure projects has effect in the Indian GDP.

#### **KEYWORDS**

CAPEX, PPP, GDP, COVID, inflation.

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#### INTRODUCTION

Infrastructure is the major target of Government of India for the development of Indian GDP. The Union Budget Capital Expenditure (CAPEX) allocation increases year by year to reduce the transportation costs in all modes such as road, rail, air and vessel. Majority of infrastructure development projects are carried out under Public Private Partnerships (PPP) in which the construction is done by the corporate companies by issuing tenders. Conglomerate Companies which have more market capitalization value undertake CAPEX projects and complete under Corporate Social Responsibility to a certain extent. Indian corporates are categorized as promoter and non-promoter ownership. Promoters hold the majority of shares (around 50%) and has the overall control in the financial affairs of the company. In recent trends corporates move towards custodian model, in which the promoters work to safeguard in the interest of stakeholders. Company in requirement of funds for regular operations or expansion opt for equity capital, corporate bonds, business loan, etc. For loan from financial institutions promoter's shares are required as collateral security which is termed as pledging. The collateral margin received after hair cut is used for equity trading, futures and also for working capital requirements. This study makes an attempt to find whether the infrastructure companies who undertake PPP opted for pledging and got affected in capital market.

#### **REVIEW OF LITERATURE**

Nupur Pavan Bang, Sougata Ray, Nandil Bhatia, Kavil Ramachandran in their article, (September 2021) has concluded that the family firms pledged their shares to raise funds resulted in decline in firm value and higher crash risk.

Natika Poddar in her article, (2021) found that "for a retail shareholder, a high amount of promoter share pledging with bad financials could lead to the banks or financial institutions to dump company shares in open market to recover its dues. This would result in very negative effect on the stock price resulting in a huge loss to the retail shareholder".

Keerthi Sanagasetti, Business Line, March 23, 2020, "The selling has been broad-based but companies with high levels of shares pledged by promoters become especially vulnerable when share prices plunge. It is routine for promoters to raise a loan against the shares owned by them for personal needs or to infuse funds into the business. During steep market declines, as the value of the pledged shares drops, the lenders may be forced to sell these shares to maintain the loan to value (LTV). This drags these stocks still lower, with knock-on effects on the market. Most investors try to avoid stocks where the company's promoters have pledged shares significantly".

Yogesh Chauhan, Dr. Ajay Kumar Mishra, Ronald W. Spahr in their article (April 2019), has found that higher share pledging levels create owners/managers incentives to mitigate firm and personal leverage risk by under – investing in risky, possible innovative projects and adversely impact subsequent firm performance.

#### STATEMENT OF THE PROBLEM

Indian economic development is dependent on robust infrastructure which has a massive growth in every year budget. The effective utilization of infrastructure indirectly impacts the GDP. Promoter pledging is the easiest way to raise funds to meet the financial requirements of the corporates. This study analyzes to find out whether the infrastructure companies who take over government CAPEX projects pledge their shares to the maximum and also the relationship between CAPEX and its impact in GDP and inflation.

#### **OBJECTIVES OF THE STUDY**

- 1. to sort out the motive of promoter pledging in infrastructure companies and its effect.
- 2. to analyze the promoters pledging in PPP model.
- 3. to find the relation between CAPEX, inflation and GDP.

#### HYPOTHESIS OF THE STUDY

There is no significant relationship between change in capital expenditure and change in GDP and inflation.

#### LIMITATION OF THE STUDY

Secondary data has been taken for the study which is not in current update.

#### **ANALYSIS**

#### PROMOTER PLEDGING

Pledging of shares involves disclosure of requirement in SEBI. First a request to pledge should be made using the trade terminal. The trade terminal sends it to the Depositories like NSDL/CDSL which approves the request. After approval the collateral margin is available for trading to the promoters. As per the RBI rules, pledging amount can be sanctioned up to 33% or 50% of the shares submitted as collateral security. In case, the market value of the shares fluctuating and the collateral value goes down the pledged value then margin call occurs. On that situation, the company should pay the difference value or should provide additional shares as collateral to compensate the difference. If the company fails to provide the amount, then pledging invocation occurs in which the financial institution sells the shares in the open market.

#### INFRASTRUCTURE COMPANIES

The main task of infrastructure companies undertaking PPP are roads and Highways, railways, ports and shipping, inland waterways, Logistics and goods transport, Airports and Civil aviation etc. 10 infrastructure companies year over year share price return, their promoter pledge percentage has been given below:

TABLE 1

S.NO.	NAME OF THE COMPANY	YOY SHARE PRICE RETURN %				PROMOTER PLEDGE %					
		2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
1	Adani Ports	4.2	-7.7	-0.2	99.6	12.6	46	36	38	15	17
2	Bharat Road Net	-16.2	-51.5	-49.1	-22	14.2	36	22	22	22	22
3	Brahma Infra	-16.7	-22.0	-26.0	24.9	45.6	100	100	100	100	100
4	GMR airports	3.3	-3.2	24.6	43.9	34.7	83	72	70	61	67
5	IL and FS	-47.5	-77.8	-44.1	41.5	210.3	98	98	98	98	98
6	Jaypee Infra	-59.3	-69.0	-34.9	68.3	19.3	84	84	84	84	84
7	MEP infra	-24.3	-43.9	-45.5	2.3	-3.4	58	89	84	96	95
8	Sadbhav Eng	-5.4	-40.2	-69.2	6.2	-64.4	44	30	63	87	85
9	Sadbhav Infra	9.5	-46.7	-69.5	5.5	-59.9	23	79	79	84	99
10	Skil Infra	-19.7	-67.8	-52.6	-9.1	1.8	77	76	72	70	70

Adani Ports promoter pledge was declining for the past 5 years and the average year over year share price return was increasing which proves there is inverse relationship between promoter pledge and Market price. The overall promoter pledge amount was around Rs. 18,882 crores (17% of promoter pledge). The pledge stood high to 38% in 2020 during COVID as the overall lockdown affected the logistics sector which was the major revenue source for the industry. The value of Public Private Partnership was around Rs. 25000 crores taken over by 91 subsidiaries of Adani Ports. The grant released for the project costs around Rs. 4000 crores up to 2019. Major PPP of Adani is a maintenance contract which provides income for the concern. The impact of unreleased grant does not affect the Adani's share price because of the conglomerate undertakings of the corporate.

Bharat Road Network promoter pledge was around Rs. 62 crores (36% of total share value). Promoter pledge after release of block of shares in 3<sup>rd</sup> quarter 2018 resulted in sharp decline in the share value around 32%. PPP model undertaken by this concern under the name of subsidiaries include Kurukshetra Expressway Private Limited, Mahakaleshwar Tollways Private Limited, Guruvayoor Infrastructure Private Limited, Shree Jagannath Expressways Pvt Limited, Solapur Tollways Private Limited. The construction completed and fund released at the end of December 2018 is around Rs. 500 crores and overall project cost around Rs. 3200 crores which is in maintenance for around 20 years. Five years pledge data arose the same of around 22%. The year over year market share price was continuously declining in 2019, 2020,2021 but there was an increase in the market share price in 2022.

Brahmaputra Infrastructure pledge was 100 % for the past 5 years (74% of the total share value). Its major subsidiaries include Brahmaputra Finlease Private Limited, Brahmaputra Holding Private Limited, Brahmaputra Projects Limited and Brahmaputra Hoshiarpur-Phagwara Toll Roads Limited. The market price was declining up to 2020 that is during COVID period. After COVID the market share price was increasing in spite of 100%. This proves that the toll income plays a major role in this company.

GMR Airports Infrastructure Limited is one of the concerns under GMR group which has around 45 subsidiaries concern which is a multinational conglomerate. GMR airports major portfolios include Delhi International Airports, Hyderabad International Airport and Goa International Airport. 8% of pledged shares of GMR Airports has been repaid in 2021 after the increase in revenue in post COVID which showed a hike of 44% in the market value of shares. The overall project costs for the construction of the above three airports stood around 21000 crores. The grant released was around 2000 crores. They have given rights to maintain the airports for 30 years which lend as a revenue for the concern.

IL AND FS pledge was around 98% for the past 5 years. The market price was continuously decline prior COVID and it show a positive hike after COVID. In 2022 the market price shows a hike of 210%. The PPP costs around Rs. 4500 crores out of which Rs. 500 crores granted. Jaypee Infra, MEP Infra, Sadbhav Engineering, Sadbhav Infra, Skil Infra are companies who pledged their shares to the maximum of 80%. After Covid the market price shows a light positive impact but again in 2022 the market price goes down. The PPP for these five corporates amounts around Rs. 10000 crores out of which Rs. 2000 crores have been granted. Companies like Essar ports, Era Infrastructure Engineering, Lanco Infrastructure, Punj Lloyd pledged their shares to the maximum of 95% which affected their market price in a huge scale and these companies were taken out from listed companies.

#### CAPITAL EXPENDITURE, INFLATION AND GDP

The capital expenditure amount spent by the Government of India and the GDP for the past 5 years has shown below:

TABLE 2

Year	GDP (%)	Growth rate (%)	Capital Expenditure (Rs. in crores)	Growth Rate (%)	Inflation	% change in
2018-19	4.5	-	3,07,714	-	3.94	-
2019-20	3.7	-17	3,48,907	13	3.73	-5
2020-21	-6.6	-278	4,26,317	22	6.62	77
2021-22	8.7	232	5,92,874	39	5.13	-23
2022-23	7.0	-19	7,28,274	22	5.72	12

The above table clearly indicates that the growth rate of GDP is declining in the year 2019-20 and 2020-21. In 2020-21 the GDP has been declining to 278% as the result of COVID pandemic that affected the Indian production to the greater extent. In 2021-22 the GDP again raised to 8.7 % that is 232% hike that indicates our India has recovered from the COVID outbreak. In 2022-23 19% decline in GDP is due to the increase of 0.6% of inflation. Capital Expenditure in Union budget growth rate has been increasing in a faster manner. In 2023-24 budget Rs. 10 lakh crores has been allocated to capital expenditure which is 37% hike. Regression analysis has made to compare whether there is any relationship between growth rate in Capital Expenditure and in growth in GDP and inflation.

TABLE 3						
Multiple R	R Square	Adjusted R square	F Value	Significance F		
0.99	0.99	0.99	1086.75	0.02		

Multiple R value of 0.99 has derived which indicates there is a positive relationship between growth in capital expenditure and growth in GDP and inflation. This clearly indicates that higher Capital Expenditure will lead to higher GDP.

#### CONCLUSION

Infrastructure is the major source of development for the country. The amount of spending in infrastructure increases the value of the country in long term. The companies who take over PPP projects tend to pledge more shares comparing to other construction companies. The income from PPP projects accrues in over long term for example around 20 years. To meet the working capital requirements these companies should make prior arrangements as the grant release from government make certain time delay. Conglomerate business can be done by these companies in order to cover loss from these companies.

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