



# SEAMEC LIMITED

A member of **MMG**  
METAL GROUP

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## SEAMEC/BSE&NSE/SMO/INVESTORPRESENTATION /1805/2026

May 18, 2026

Corporate Relations Department BSE Limited Phirojee Jeejeebhoy Towers, Dalal Street, Mumbai - 400001	The Manager Listing Department National Stock Exchange of India Limited Exchange Plaza, Plot No. C/1, G Block, Bandra-Kurla Complex, Bandra (East) Mumbai - 400051
Scrip Code: 526807	Trading Symbol: SEAMECLTD

**Sub:** Investor Presentation of the Investor Meet of SEAMEC LIMITED ('the Company')

**Ref:**

- Regulation 30 (read with Schedule III -Part A) of Securities Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015 ('Listing Regulations')
- ISIN: INE497B01018

Dear Sir / Madam,

Pursuant to our intimation letter SEAMEC/BSE&NSE/SMO/INVESTORMEET/1405/2026 dated May 14, 2026, kindly note that the Board of Directors of the Company at its meeting held on Monday, May 18, 2026, have *inter alia* considered and approved Audited Standalone & Consolidated Financial Results for the quarter and financial year ended March 31, 2026.

Enclosed is the Investor Presentation in this regard.

The above is made available on the Company's website i.e. <https://www.seamec.in/>

This is for your information and record.

Yours Faithfully,

For SEAMEC LIMITED

**S.N. Mohanty**

**President - Corporate Affairs, Legal and Company Secretary**

Please visit us at : [www.seamec.in](http://www.seamec.in)





**SEAMEC LIMITED**

Investors Presentation | Q4 FY26



SEAMEC LIMITED

# Safe Harbor Statement



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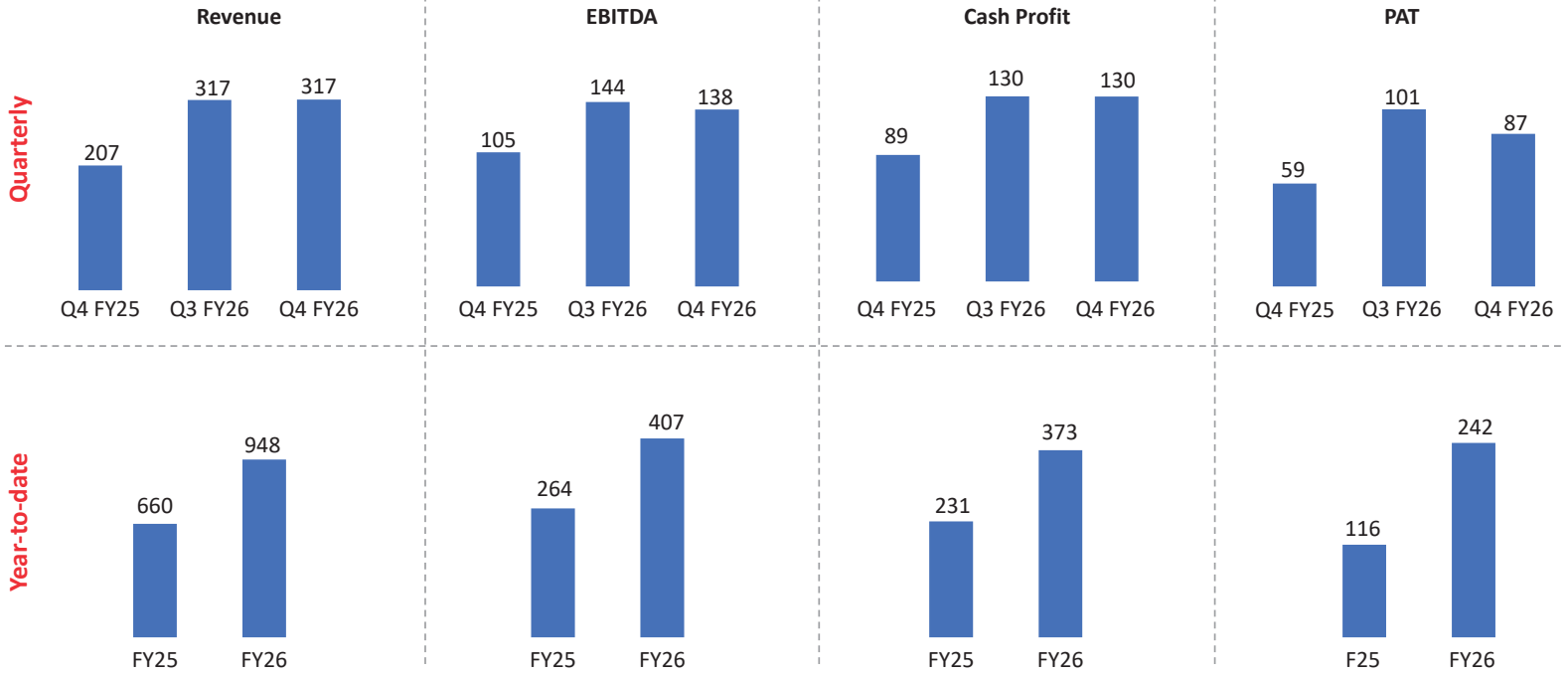


**SEAMEC LIMITED**

**Quarterly Update Q4 FY26**



## Standalone Financial Highlights of Q4 FY26 and FY26





## Standalone Financial Highlights of Q4 FY26

Particulars	Q4 FY26	Q4 FY25	Y-o-Y%	Q3 FY26	Q-o-Q%
<b>Revenue</b>	<b>316.6</b>	<b>207.4</b>	<b>53%</b>	<b>316.5</b>	<b>0.03%</b>
Operating Expenses	178.3	102.7	74%	172.8	3%
<b>EBITDA</b>	<b>138.4</b>	<b>104.6</b>	<b>32%</b>	<b>143.7</b>	<b>-4%</b>
<b>EBITDA Margin</b>	<b>43.7%</b>	<b>50.5%</b>		<b>45.4%</b>	
Finance Cost	5.0	3.1	60%	5.6	-11%
Depreciation	42.4	30.0	41%	28.6	49%
<b>Profit Before Exceptional Items</b>	<b>90.9</b>	<b>71.5</b>	<b>27%</b>	<b>109.5</b>	<b>-17%</b>
Exceptional Profit/(Loss)	-	-	-	-	-
<b>Profit After Exceptional Items</b>	<b>90.9</b>	<b>71.5</b>	<b>27%</b>	<b>109.5</b>	<b>-17%</b>
Tax Impact	3.7	12.7		8.2	
<b>Profit After Tax</b>	<b>87.2</b>	<b>58.8</b>	<b>48%</b>	<b>101.3</b>	<b>-14%</b>

### Revenue

**YoY-** Majorly due to Higher deployment of Seamec III, Swordfish and Newly acquired vessel Seamec Agastya, offset by lower deployment of Glorious Barge and dry dock of Seamec Paladin in Q4 FY26.

### EBITDA

**YoY** – Higher deployment of Vessels, offset by Impairment of Investment in the UK Subsidiary.

**QoQ** – Impairment of Investment offset by decrease in Cost of Seamec Swordfish due to provision back charge in Q3 FY26.



## Standalone Financial Highlights of FY26

Particulars	FY26	FY25	Y-o-Y%
<b>Revenue</b>	<b>947.5</b>	<b>659.6</b>	<b>44%</b>
Operating Expenses	540.6	395.9	
<b>EBITDA</b>	<b>406.9</b>	<b>263.7</b>	<b>54%</b>
<b>EBITDA Margin</b>	<b>42.9%</b>	<b>40.0%</b>	
Finance Cost	17.5	13.6	
Depreciation	130.9	115.7	
<b>Profit Before Exceptional Items</b>	<b>258.6</b>	<b>134.4</b>	<b>92%</b>
Exceptional Profit/(Loss)	-	-	
<b>Profit After Exceptional Items</b>	<b>258.6</b>	<b>134.4</b>	<b>92%</b>
Tax Impact	16.2	18.8	
<b>Profit After Tax</b>	<b>242.4</b>	<b>115.6</b>	<b>110%</b>

### Revenue

Majorly due to Higher deployment of Seamec III on lumpsum contract basis in FY26 and NLM 9 platform revamping project, offset by Dry dock of Seamec II in Q2 FY26, Seamec Paladin in Q4 FY26 and Glorious barge which was in modification this year.

### EBITDA

Higher deployment of Vessels offset by Impairment of Investment in UK Subsidiary in Incremental wage cost in Seamec Swordfish.



## Standalone Financial Highlights of FY26

### Key Financial Ratios




**Rs. 273 Cr**  
Gross Debt



**(0.15) X**  
Net Debt/Equity



**18%**  
ROCE



**Rs. (179) Cr**  
Net Debt



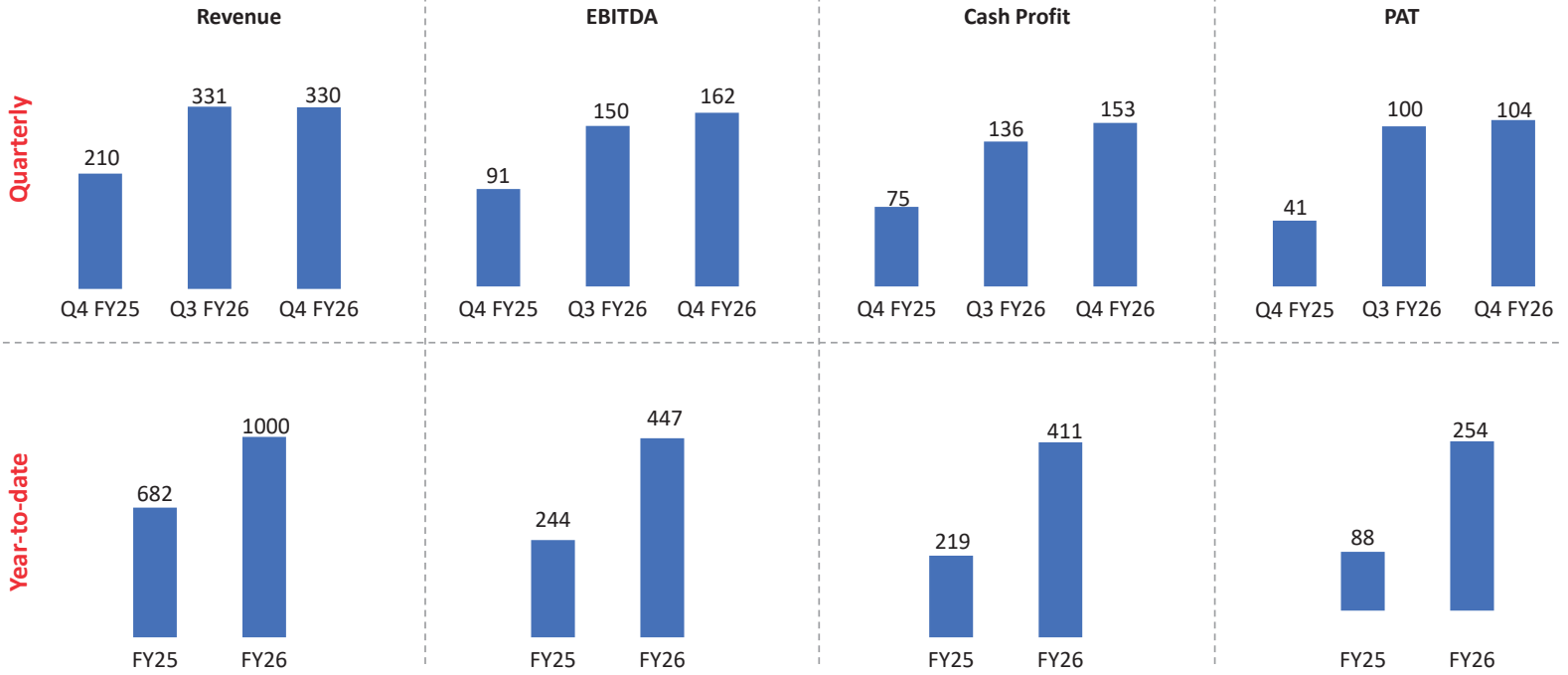
**(0.44) X**  
Net Debt/EBITDA



**20%**  
ROE



## Consolidated Financial Highlights of Q4 FY26 and FY26





## Consolidated Financial Highlights of Q4 FY26

Particulars	Q4 FY26	Q4 FY25	Y-o-Y%	Q3 FY26	Q-o-Q%
<b>Revenue</b>	<b>330.4</b>	<b>209.7</b>	<b>58%</b>	<b>331.4</b>	<b>-0.3%</b>
Operating Expenses	167.9	118.5	42%	181.2	-7%
<b>EBITDA</b>	<b>162.4</b>	<b>91.2</b>	<b>78%</b>	<b>150.2</b>	<b>8%</b>
<b>EBITDA Margin</b>	<b>49.2%</b>	<b>43.5%</b>		<b>45.3%</b>	
Finance Cost	5.8	4.1	41%	6.5	-10%
Depreciation	49.2	33.4	47%	35.8	37%
<b>Profit Before Exceptional Items</b>	<b>107.4</b>	<b>53.7</b>	<b>100%</b>	<b>107.9</b>	<b>-0.4%</b>
Exceptional Profit/(Loss)*	-	0.07		-	
<b>Profit After Exceptional Items</b>	<b>107.4</b>	<b>53.7</b>	<b>100%</b>	<b>107.9</b>	<b>-0.4%</b>
Tax Impact	3.7	12.7		8.1	
<b>Profit After Tax</b>	<b>103.7</b>	<b>41.0</b>	<b>153%</b>	<b>99.8</b>	<b>4%</b>

### Revenue

**YoY**- Majorly due to Higher deployment of Seamec III on lumpsum contract basis in FY26 and NLM 9 platform revamping project, and improvement in performance of Subsidiaries.

### EBITDA

**YoY** – Higher deployment of Vessels along with incremental revenue from Dubai subsidiary.

**QoQ** – Impairment of Investment eliminated at the Consol level.



## Consolidated Financial Highlights of FY26

Rs. In crore

Particulars	FY26	FY25	Y-o-Y%
<b>Revenue</b>	<b>1000.0</b>	<b>682.2</b>	<b>47%</b>
Operating Expenses	552.8	438.1	26%
<b>EBITDA</b>	<b>447.2</b>	<b>244.1</b>	<b>83%</b>
<b>EBITDA Margin</b>	<b>44.7%</b>	<b>35.8%</b>	
Finance Cost	20.8	15.5	
Depreciation	157.2	130.6	
<b>Profit Before Exceptional Items</b>	<b>269.3</b>	<b>98.0</b>	<b>175%</b>
Exceptional Profit/(Loss)*	-	8.8	
<b>Profit After Exceptional Items</b>	<b>269.2</b>	<b>106.8</b>	<b>152%</b>
Tax Impact	15.7	18.9	
<b>Profit After Tax</b>	<b>253.5</b>	<b>87.9</b>	<b>188%</b>

### Revenue

Higher deployment of major vessels and increase in revenue from overseas subsidiaries.



### EBITDA

Incremental Revenue due to higher deployment, and improvement in subsidiaries performance.





## Consolidated Financial Highlights of FY26

### Key Financial Ratios



**Rs. 328 Cr**  
Gross Debt



**(0.17) X**  
Net Debt/Equity



**18%**  
ROCE



**Rs. (227) Cr**  
Net Debt



**(0.51) X**  
Net Debt/EBITDA



**19%**  
ROE



## Business Update

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- **Highest-ever Annual revenue and profitability** in FY26, achieved through strong operational execution, higher fleet deployment, improved vessel utilisation, and disciplined project delivery across domestic and international markets.
- The contract period for **SEAMEC II** has been extended by ONGC for a firm tenure through August 2026. Following completion of the regulatory Flag State Inspection, the vessel resumed operations with ONGC in March 2026..
- **SEAMEC Diamond** resumed operations with ONGC upon successful completion of its statutory dry dock.
- Received a Notification of Award for providing Operation & Maintenance (O&M) Services for ONGC-owned MSV “**Samudra Prabha**” and MSV “**Samudra Sevak**” for the period 2026–2028, in consortium with Supreme Hydro Pvt. Ltd.
- **Seamec Paladin** sailed off to Dubai for completing it’s dry dock. However, due to the ongoing war in West Asia, it continues to remain stranded in the yard until Strait of Hormuz is opened for navigation for all without any risk.

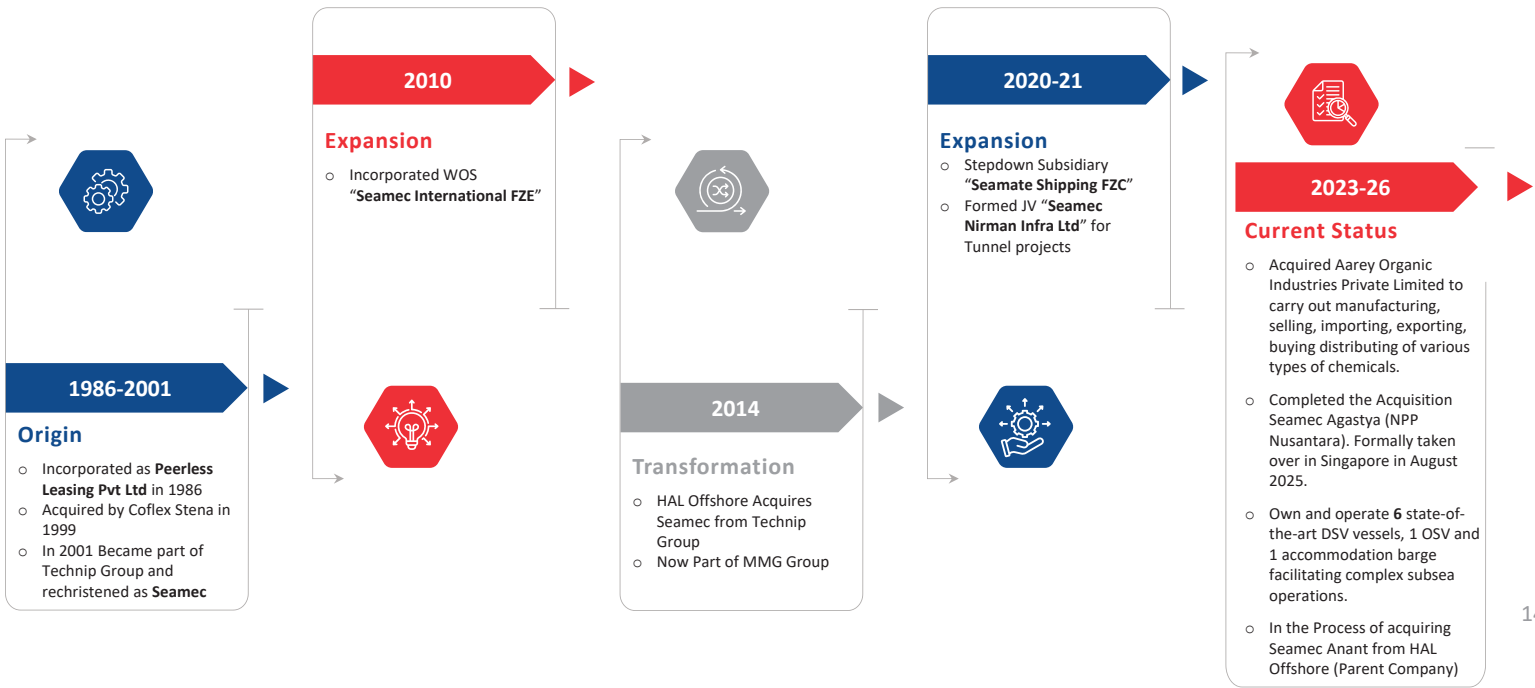


**SEAMEC LIMITED**

## **Company Overview**



# Our Journey



## Company Overview



SEAMEC LIMITED

SEAMEC Limited is a leading provider of Diving Support Vessels (DSVs) and Offshore Support Vessels (OSVs) with a robust presence both in India and internationally. The company's fleet includes 6 DSVs, 1 OSV, and 1 Accommodation Barge, all equipped to meet diverse offshore needs. SEAMEC is committed to maintaining high standards, demonstrated by its ISM certification and ISO 31000:2018, ISO 45001:2018, ISO 9001:2015, and ISO 14001:2015 certifications.

### Our Subsidiaries

#### Seamec International FZE

Incorporated in 2010, our wholly owned subsidiary Seamec International FZE, is actively engaged in providing bulk transportation services, and currently operates two bulk carriers.

#### Seamate Shipping FZC

We recently established a step down subsidiary Seamate Shipping FZC by forming a strategic joint venture with Arete Shipping DMCC to further expand our bulk carrier operations.

#### Seamec Nirman Infra Limited

Set-up a JV with M/s. Nayavridhi Infra LLP by name Seamec Nirman Infra Limited to diversify into tunnel and other EPC contracts.

#### Seamec UK Investments Ltd

It is the wholly owned subsidiary of Seamec Limited and was incorporated in March 2023 to explore business opportunities in UK & Europe Region

#### Aarey Organic Industries Private limited

It is the wholly owned subsidiary of Seamec Limited and was acquired in May 2023.

### Current Operations

#### 01 Offshore Shipping

Our fleet of multi-functional DSVs and support vessels, including SEAMEC II, SEAMEC III, SEAMEC PRINCESS, SEAMEC PALADIN, SEAMEC SWORDFISH, SEAMEC DIAMOND, and SEAMEC GLORIOUS, supports a wide range of offshore activities.

#### 02 Bulk Carrier Division

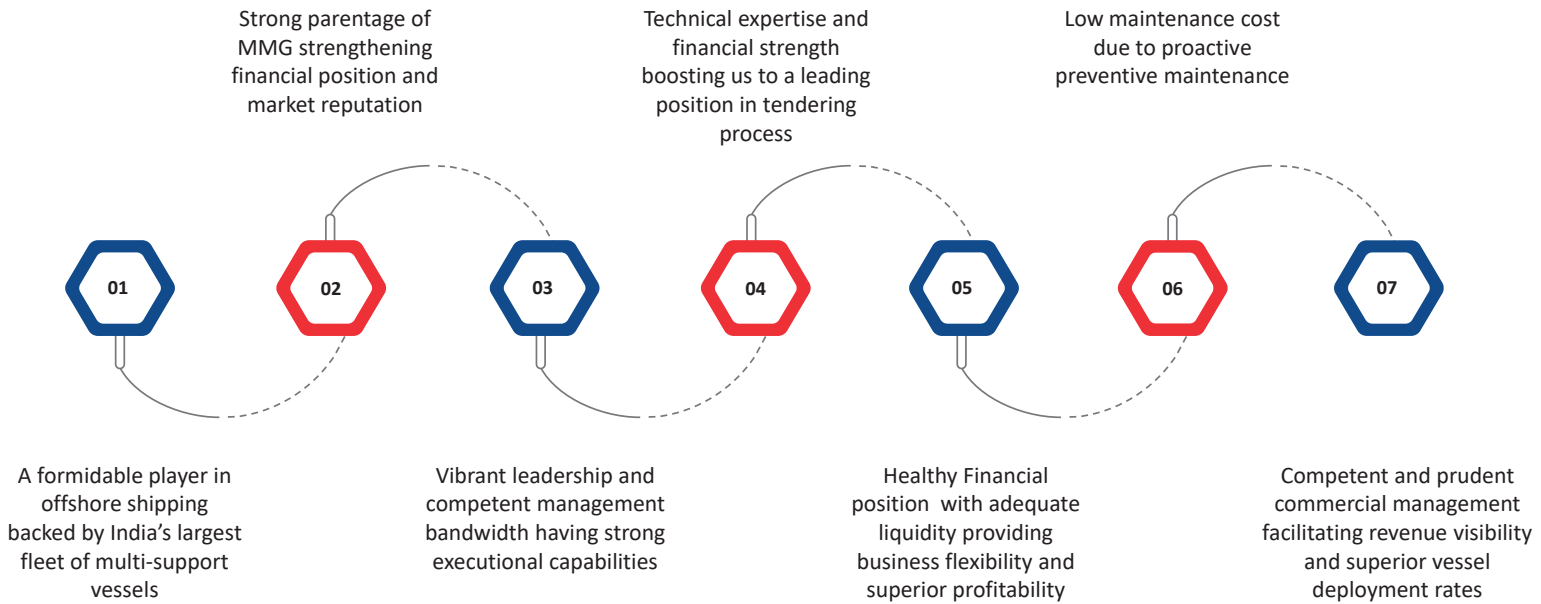
Managed through SEAMEC International FZE and SEAMATE Shipping FZC, operating two bulk carriers, SEAMEC GALLANT and ASIAN PEARL. SEAMEC NIDHI was sold in April 2024.

#### 03 Tunnel Construction

SEAMEC Nirman Infra Limited undertook the NATM Tunnel construction for the High-Speed Rail Project in Vapi, Gujarat, in a joint venture with Nayavridhi Infra LLP. With completion of 80% of the project, the company has withdrawn from the project with effect from July due to unavoidable circumstances.

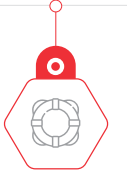


## Key Competitive Strengths





## Broad Range of Services



### IMR Operations

- Carrying out Inspection, Maintenance, and Repair (IMR) of pipelines, single buoy Mooring, spooling, free span corrections, risers, platforms, PLEMS, and other subsea construction

### ROV Operations

- Supporting Remotely Operated Vehicles (ROVs) through unique Dynamic Positioning System (DP)
- Facilitating safe and unmanned subsea operations where human presence is not viable

### Subsea Construction

- Undertaking operations such as subsea pipelaying, mooring and de-mooring, installation of risers, and Grouting

### Pollution Control

- Facilitating pollution control activities through schemers, pollution control booms, and dispersant arms

### Fire Fighting

- Supporting sub-sea fire fighting operations through fire fighting I and II equipment mounted on our vessels

### Rescue Operations

- Undertaking Rescue Operations by engaging dracon scoop, scramble nets, rescue bucket, and UKOOA



SEAMEC LIMITED

## Our Marquee Clients



Safeen Al  
Behar



James Fisher and Sons plc  
Marine Services Worldwide





## Promoting Environmental and Oceanic Sustainability



### Utilizing Low Sulphur Content Diesel

Compliant with IMO regulations  
Regularly furnishes fuel consumption report to the Flag State as per IMO guidelines

### Adhering to Ballast Water Management (BWM) Regulations

All vessels fully compliant as per applicable standards.  
Compliant with BWM regulations to prevent degradation of the marine ecosystem

### Comprehensive Waste Management procedures

Compliant with Maharashtra Pollution Control Act  
Ensures proper disposal of e-waste accumulated on vessels through compliant vendors

### Minimizing Plastic Use

Implemented 'Single-Use Plastic' policy to minimize plastic use and identify alternatives to plastic in all its operations

### Lowering Consumption of Electricity and Paper

Conserving energy by ensuring economic and optimum use of electricity  
Minimizing use of paper to bare minimum through well placed operational procedures



SEAMEC LIMITED

## Adhering to Highest Safety Standards

### Complying with QHSE Standards

We acknowledge our responsibility towards ensuring environmental sustainability and operational safety and strictly adhere to Quality, Health, Safety, Environmental (QHSE) standards.

**We are fully compliant with:**

**ISO 9001:2015**

**ISO 14001:2018**

**ISO 45001:2018**

### Marine Management System

Our robust Marine Management System (MMS) provides seamless connect between onshore office staff and vessel operators, ensuring and strengthening operational safety.

**Adhering to regulatory requirements, we also carry extensive offshore safety audits of our entire fleet twice a year, ensuring the adequacy of our marine safety operating systems.**





**SEAMEC LIMITED**

**SEAMEC: Strong Asset Portfolio**



## Asset Portfolio – Diving Support Vessels

- Diving Support Vessels are specialized ships designed to facilitate offshore diving operations quipped with dedicated facilities for divers, advanced diving equipment, and control systems
- DSVs provides services, which include S.B.M maintenance removal and installations, Platform, Riser and Pipeline repairs, Subsea constructions and Maintenance operations & deployment of ROV



**SEAMEC II**

**Built Year: 1982**

**Procurement Year: 1993**

**Gross Tonnage: 4,503**



**SEAMEC III**

**Built Year: 1983**

**Procurement Year: 1993**

**Gross Tonnage: 4,327**



**SEAMEC PRINCESS**

**Built Year: 1984**

**Procurement Year: 2006**

**Gross Tonnage: 11,121**



SEAMEC LIMITED

## Asset Portfolio – Diving Support Vessels



### SEAMEC PALADIN

Built Year: 2008

Procurement Year: 2021

Gross Tonnage: 5,648



### SEAMEC SWORDFISH

Built Year: 2007

Procurement Year: 2023

Gross Tonnage: 5,372



### SEAMEC AGASTYA

Built Year: 2010

Procurement Year: 2025

Gross Tonnage: 5,001



## Asset Portfolio – Offshore Support Vessels

- Offshore Support Vessels (OSVs) are specially designed ships for the logistical servicing of offshore platforms and subsea installations, from installation through the full-service life of offshore fields
- They are integral to getting supplies and materials where they need to go, as well as building and repairing offshore equipment. Their versatility means they can be built for just about any type of project
- We added Seamec Diamond to our fleet portfolio in December



**Seamec Diamond**  
**Built Year: 2011**  
**Procurement Year: 2023**  
**Gross Tonnage: 1,922**



## Asset Portfolio – Barge

- A barge is a specialized watercraft designed for transporting goods and commodities on navigable waterways such as rivers and canals.
- Its distinctive flat-bottomed structure allows it to navigate shallow waters, making it well-suited for inland transportation.
- One of the key features of barges is their significant cargo capacity, ranging from a few hundred to several thousand tons. This makes them highly cost-efficient for transporting bulk cargo



### **SEAMEC GLORIOUS (BARGE)**

**Built Year: 2006**

**Procurement Year: 2021**

**Gross Tonnage: 8,950**



## Asset Portfolio – Bulk Carrier

- Bulk carriers are specialized vessels designed for the efficient transportation of large quantities of dry bulk cargo, including commodities like coal, iron ore, and grains.
- We own and operate three main fleet shipping bulk carriers of varying tonnage capacities, positioning us to capitalize opportunities in changing market conditions.
- SEAMEC GALLANT is operated under our wholly-owned subsidiary “Seamec International FEZ” and ASIAN PEARL is operated under our Step Down Subsidiary – “SEAMATE Shipping FZC”
- SEAMEC NIDHI which was operated under our wholly-owned subsidiary “Seamec International FEZ” is sold on 6<sup>th</sup> April 2024.



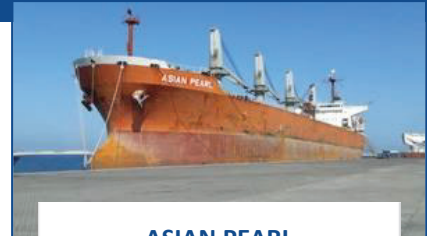
### SEAMEC GALLANT

**Built Year:** 2011

**Procurement Year:** 2017

**Category:** Handymax

**Gross Tonnage:** 32,289



### ASIAN PEARL

**Built Year:** 2003

**Procurement Year:** 2020

**Category:** Handymax

**Gross Tonnage:** 27,989



**SEAMEC LIMITED**

# Indian Industry Landscape



# Future Outlook for India's Oil & Gas Sector



## Crude Oil Consumption

- **Forecast Growth:** CAGR of 4.59%, reaching 500 million tonnes by FY40 from 223 million tonnes in FY23
- **Barrel Consumption:**
  - FY22: 4.05 MBPD
  - 2030: 7.2 MBPD
  - 2050: 9.2 MBPD

## Diesel Demand

- **Projected Increase:** Expected to double to 163 MT by 2029-30
- **Oil Demand Composition:** Diesel and petrol to cover 58% of oil demand by 2045

## Energy Demand

- **Growth Rate:** Faster than all major global economies
- **Global Share:** Projected to double by 2035

## Refining Capacity

- **Additions by 2028:** 56 MTPA to reach 310 MTPA domestic capacity
- **Future Plans:** Projected to rise to 667 MTPA by 2040

## Natural Gas Consumption

- **Growth Forecast:** CAGR of 12.2%, reaching 550 MCMPD by 2030 from 174 MCMPD in 2021

Source: IBEF Data



## Recent Developments and Investments in India's Oil & Gas Sector



### Investments

- **FDI Inflows:** FDI Inflows surged 14% to \$81.04 billion from \$71.28 billion in FY24.



### Production

- **Crude Oil Production:** 28.6 MMT during April - March 2025
- **Peak Production Forecast:** Expected mid-decade peak between 2023-2032, around 2027, driven by KG-Basin projects



### Demand

- **Oil Demand Growth:** Expected increase of 220,000 barrels per day to 5.57 million barrels per day in 2024, up 4.19% from 2023 (OPEC estimate)



### Government Initiatives

- **Strategic Investment Plan:** US\$ 67 billion investment for Indian gas sector over next 5-6 years (February 2024)
- **Excise Duty Reduction:** Rs. 8 (US\$ 0.10) per litre on petrol and Rs. 6 (US\$ 0.077) per litre on diesel (May 21, 2022)



# Offshore Support Vessel Market Overview (2022 - 2027)

## Key Drivers

### Rising Demand

Increased global need for oil and natural gas

### E&P Activities

Higher investments in exploration and production

### Advanced Technologies

Innovations in deep-water and ultra-deep-water exploration

## Industry Trends

- Expansion of production capabilities.
- Enhanced supply chain resilience.
- Focus on energy security and resource extraction

## Economic Impact:

- Significant influence on global economic development.
- Shaping the future of energy production and consumption

## Market Growth Forecast

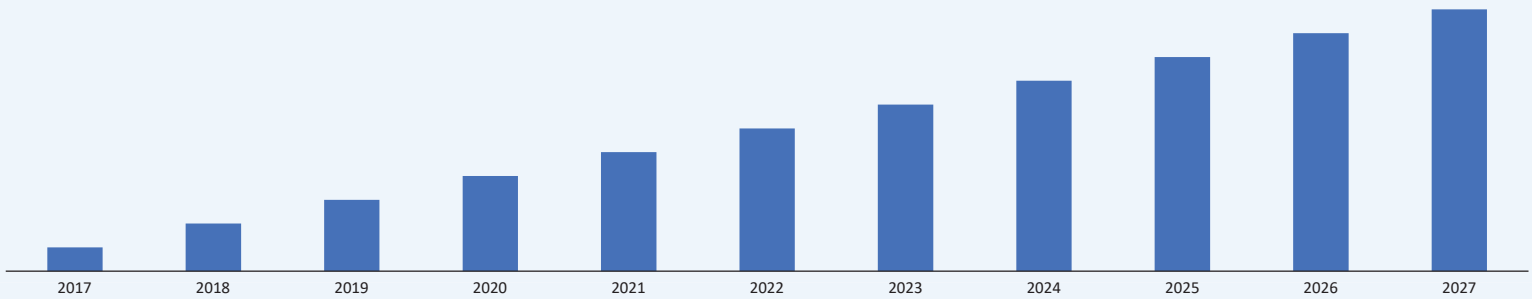


**USD 525.58 million**  
Increase

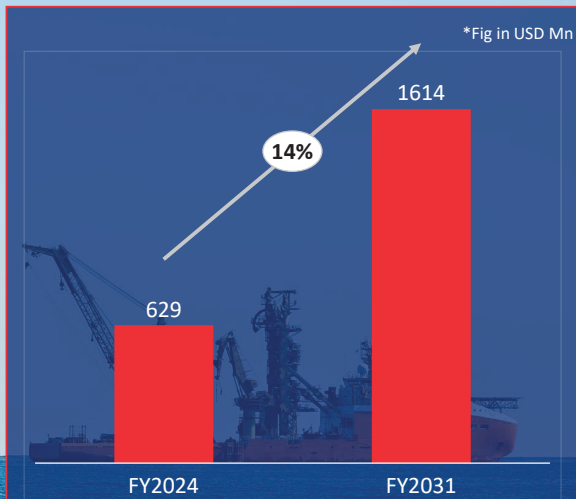


**5.41%**  
CAGR

Market Size Outlook (USD Million)



## Driving Growth in Offshore Oilfields



"With a projected 14% CAGR from FY2024 to FY2031, India's oilfield services market is set to expand significantly, reflecting increasing fossil fuel demand driven by population growth and rising vehicle ownership."

### Why Offshore Exploration ?

- Depletion of Onshore Reserves: As onshore oil reserves are exhausting; focus is shifting to offshore exploration.
- Higher Potential: Offshore oilfields present significant opportunities due to their lower depletion rates and greater production capacity.
- Increased Investment: There is a surge in investment in ultradeep and deepwater drilling.
- Support from Stakeholders: Both state and private entities are actively supporting efforts to unlock offshore resources.

### Strategic drivers for Offshore Exploration:

- Oil Price Volatility: Rising fuel prices due to global crude oil price fluctuations and supply chain disruptions are encouraging the search for new reserves.
- Geographic Advantage: India's extensive coastline, encompassing 7,517 km, is well-suited for offshore drilling.
- Technological and Policy Support: Innovations in technology and supportive governmental policies are enhancing offshore exploration prospects.
- Future Energy Solutions: Offshore oilfields are expected to play a key role in fulfilling India's future energy requirements.

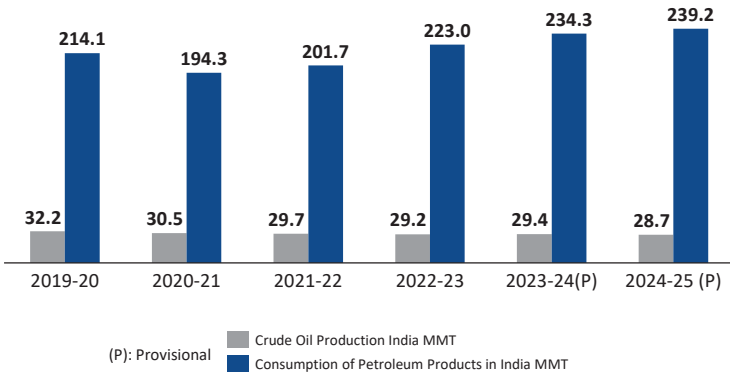


# Indian Offshore Oilfield Industry

## Current Oil Industry Dynamics

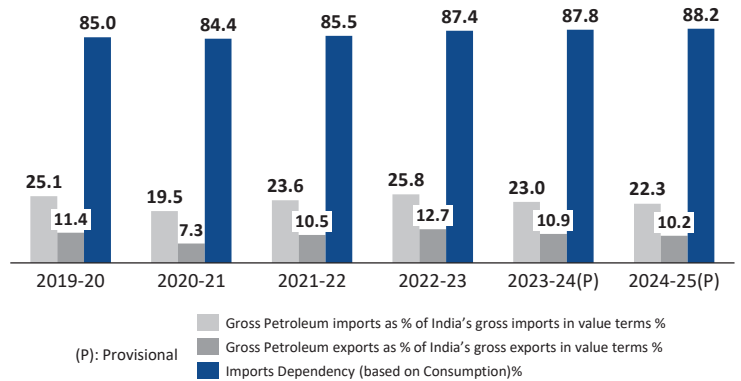
India currently imports about 80% of oil and about 50% gas that it consumes. Fuelled by the fast growth in GDP, the rising demand for fuel has resulted in India importing almost 88% of its domestic consumption in FY 2024-25.

### Production and Consumption - INDIA



Source: PPAC Ready reckoner, Monthly (April-2025)

### Imports, Exports & dependency for petroleum - INDIA



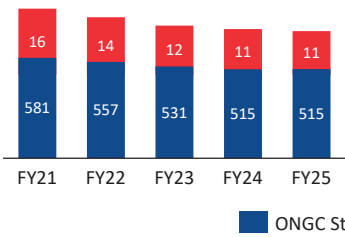
Source: PPAC Ready reckoner, Monthly (April-2025)



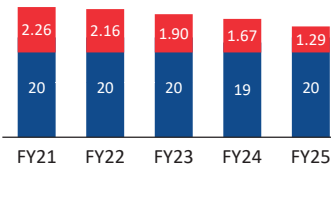
## ONGC – A Key Oil & Gas Player

India has signed contracts for ten oil and gas exploration blocks offered under the recent Open Acreage Licensing Policy (OALP-VIII) bid round. ONGC emerged as the dominant player in the OALP-VIII bid round, securing seven out of ten blocks

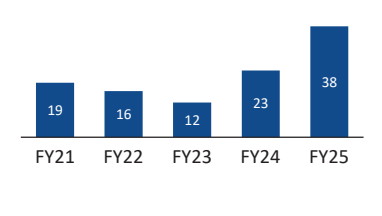
### Proved Reserves (1P) MMTOE



### Crude Oil Production (MMT)



### Reserve Accretion (1P) MMTOE



### Discoveries during FY25

Sr. No.	Basin/ Block	Discovery well	Acreage	Discovery Type	Hydrocarbon Type
1	Bengal Onland	Ranaghat-2 (WBON5_4-NA-H)	NELP-VII: WBONN-200	New Prospect	Gas
2	Western Onland	West Matar-2 (MRAX)	ML-Matar	New Pool	Oil & Gas
3	Western Onland	PURN-1 (CB-ONO-PU-A)	OALP-V: CBONHP-2019/1	New Prospect	Oil
4	Western Onland	Vadatal-37 (VDAL)	NELP PML : Vadatal-Ext-I ML (NELP-VI CBONN-2004/2)	New Prospect	Oil & Gas
5	KG Onland	Yandapalli-1 (YPAA)	ML-Malleswaram	New Prospect	Oil & Gas
6	Mumbai Offshore (SW)	MBS191HDA-1 (MBS191HDA-A) "Neelmani"	OALP-V: MBOSHP-2019/1	New Prospect	Gas
7	Mumbai Offshore (SW)	B-56-2 (B-56-B) "Chandramani"	ML-C-Series Fields	New Prospect	Gas
8	Mumbai Offshore (SW)	MBS202HAA-1 (MBS202HAA-A) "Suryamani"	OALP-VI: MBOSHP-2020/2	New Prospect	Oil & Gas
9	Cauvery Offshore (UDW)	Chola-1 (CYUD191H-CH-AA)	OALP-V: CYUDWHP-2019/1	New Pool	Gas

Source: #ONGC annual report



**SEAMEC LIMITED**

**Experienced Management Team**



# Experienced Management Team



### Mr. Sanjeev Agrawal Chairman

**Qualification:** Masters in Commerce, Masters of Business Administration from Coca-Cola University, Atlanta, USA

**Experience:** Mr. Sanjeev Agrawal is one of the founder of MMG Group. Over the last 26 years, he has played an instrumental role in successfully scaling and diversifying group’s business interests in various fields including Off-shore vessels for complex subsea activities, Food & Beverages, Education, Hospitality and Real Estate.

## Board of Directors

### Mrs. Ruby Srivastava IRS (Retired)

#### Independent Woman Director

Retired Civil servant in the Government of India, with more than 35 years experience of overall experience. During her illustrious career, she had many coveted posts, including Director Finance and Chief Financial Officer of Nuclear Power Corporation of India Ltd. She was superannuated in the rank of Principal Chief Commissioner Income Tax.

### Mr. Raghav Chandra IAS (Retired)

#### Independent Director

Retired Civil Servant with Government of India, superannuated to the rank of Secretary. Holds expertise in the fields of Infrastructure, Sustainability and arts at National level. His extensive experience includes Highway development and management Housing and Urban Infrastructure development, Industrial Infrastructure and Public-Private Partnerships.

### Dr. Amarjit Chopra

#### Independent Director

PHD on “NPA Management in Banks-A comparison of Public & Private Sector Banks in India” Holds about 50 Yrs Industry Experience and has held key positions on the Board of Bank of Baroda and Indian Bank as a Nominee of Government of India. Member of Standing Committee on Corporate Laws since 3 years.

### Mr. Naveen Mohta

#### Whole Time Director

20+ Yrs in Industry Experience with Expertise in Operations & Commercials in offshore fleets

### Mr. Rajeev Goel

#### Non-Executive Director

Mr. Rajeev Goel is an integral part of MMG Group and part of the Founder group for Oil & Gas business since 1998. He was the key person, instrumental in the acquisition of Seamec Limited by HAL Offshore in 2014. Mr Goel is well versed with MSV operations and EPC operations of MMG’s Oil & Gas portfolio.

## Key Management

### Mr. Vinay Kumar Agarwal

#### Chief Financial Officer

25 + Yrs in Finance & Accounts financial governance and compliance, and lead new initiatives to effectively manage business objectives.

### Mr. S. N Mohanty

#### President - Corporate Affairs, Legal & CS

30+ Yrs experience in corporate affairs, Compliance, Corporate Governance, legal, Commercial, Procurement, HR & Other areas



**For further information, please contact:**

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**Thank You**