

INDIA MOTOR PARTS & ACCESSORIES LIMITED

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CIN : L65991TN1954PLC000958

SECY/NSE/40/2022-23/31.01.2023

The Manager
Listing Department
National Stock Exchange of India Limited
"Exchange Plaza", Plot C/1, "G", Block
Bandra Kurla Complex
Bandra (E),
Mumbai - 400 051

Symbol – IMPAL, Series – EQ

Dear Sir / Madam,

Sub: Newspaper Advertisement – Pursuant to Regulation 47 of the SEBI (Listing Obligations Disclosure Requirements) Regulations, 2015 (SEBI LODR)

We enclose herewith copies of the newspaper advertisement published in "Business Line" (English) and "Makkal Kural" (Tamil) on January 31, 2023 pursuant to Regulation 47 of the SEBI LODR.

Kindly take the above information on record.

Thanking you,

Yours faithfully,
For **India Motor Parts & Accessories Limited**

Aditya Sharma
Company Secretary & Compliance Officer

Web : www.impal.net

Branches at : AGARTALA - AGRA - AHMEDABAD - ASANSOL - AURANGABAD - BANGALURU - BHILWARA - BHUBANESWAR - CALICUT - CHANDIGARH - CHENNAI - COIMBATORE - CUTTACK - DANKUNI - DELHI - DHANBAD - ERNAKULAM - ERODE - GANDHIDHAM - GORAKHPUR - GUWAHATI - HALDWANI - HISAR - HUBBALLI - HYDERABAD - INDORE - JAIPUR - JALANDHAR - JAMMU - JAMSHEDPUR - JODHPUR - KADAPA - KANNUR - KANPUR - KARIM NAGAR - KHOLAPUR - KOLKATA - KOTA - KOTTAYAM - KUMBAKONAM - KURNOOL - LUCKNOW - LUDHIANA - MADURAI - MALDA - MANGALURU - MUMBAI - MUZAFFARPUR - MYSORE - NAGPUR - NANDED - PATNA - PUNE - PURNIA - RAIPUR - RAJKOT - RANCHI - REDHILLS - SALEM - SAMBALPUR - SHIVAMOGGA - SILCHAR - SILIGURI - SURAT - THIRUVANANTHAPURAM - THRISSUR - TINSUKIA - TIRUNVELVELI - TRICHY - UDAIPUR - VADODARA - VARANASI - VELLORE - VIJAYAPURA - VIJAYAWADA - VILLUPURAM - VISAKHAPATNAM

Financing e-buses will need ₹25,000 cr: Former CESL chief

GREEN DRIVE. 'STCs to focus on transitioning away from owning buses to delivering mobility'

bl.interview

M Ramesh
Chennai

The operating model of Convergence Energy Services Ltd (CESL), a subsidiary of state-owned Energy Efficiency Services Ltd, has attracted global attention. Yet, the model — which is built around aggregation of demand for electric vehicles and issuing tenders for bulk purchase of vehicles in order to bring down costs — is fraught with challenges such as payment security and charging infrastructure at bus depots. In an interview with businessline, Mahua Acharya, who quit as CEO of CESL a fortnight ago, spoke about her unfinished agenda and the way forward. Excerpts:

Where does electric mobility stand in the country, in terms of adoption, customer preferences, and market developments?
Electric mobility is the way to go and India has made huge strides. No doubt about that. Customers are curious, early adopters are addicted, and subscribers are waiting in line. I think the biggest developments have been with regard to two-wheelers and buses. With cars, I am looking forward to many more models where consumers can make real and proper choices. Chargers need to be omnipresent.

What is left to be done? How do you see the road ahead develop?
The biggest agenda item with regard to electric mobility is public transport — buses and last mile connectivity. Electric buses are heavy on capital investment. So, the next big chapter to work on is finance. How to finance contracts with state transport corporations (STCs)? Until our STCs are credible on payments, what structures will help mitigate risk and enable banks to step in? We have aggregated demand for 25,000 buses, of



"Electric mobility is the way to go and India has made huge strides... Customers are curious, early adopters are addicted, and subscribers are waiting in line."

MAHUA ACHARYA,
Former CEO, CESL



accomplishments while at CESL and in Government?

I would count the e-Bus programme in the top here. And I give this top spot for three reasons: 1) electric buses are now cheaper than managing diesel buses, 2) there is no upfront cost to STCs and a good PPP structure appears to have been enabled, and 3) we did this as a team with States and Ministries alike. We were fortunate to have the collaboration of so many States - Delhi, Haryana, Kerala, Gujarat, Telangana, Karnataka, West Bengal and Arunachal Pradesh; and I was privileged to have the leadership from CEO NITI and the goodwill of so many Ministries and their Secretaries.

quality credits. I think that areas, such as land use management, agriculture, forestry, and so on, where social benefits are high, will be key.

I hope we can design large-scale programmes here and use carbon finance to enable change. In doing this, we must learn from the 20+ years of international experience with emissions trading schemes.

What were your biggest

which almost 17,000 have been tendered for, and almost 12,000 are in different stages of contracting. Financing this involves at least ₹25,000 crore — not a small amount.

The second big agenda item is enhancing the capacity of our STCs. They need a different work programme, reskilling programmes, more technology, modernised systems, and revised performance targets. STCs should focus on transitioning away from owning buses to delivering mobility, whilst upgrading its workforce and managing employment. The transition must include women.

So, I think the immediate road ahead is to focus on these two things.

India has made announcements on a topic that is dear to your heart - carbon markets. How do you see this developing?

Yes, the Government is working on developing a domestic emissions trading scheme. To make it functional, we will need to create demand.

At CESL, we started a carbon finance-based project called Gram Ujala where high quality LEDs are given to rural homes at a serious discount, and the program made possible through carbon revenues. Carbon credits for this project will be issued very soon. I hope that experience with this pilot engagement in five states can come in useful.

The international carbon market, where I have spent almost two decades in, is putting a premium on high

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CIN : L65991TN1954PLC000958

Regd. & Admn. Office : 46, Whites Road, Chennai 600 014. Website : www.impal.net; E-mail id : secy@impal.net

EXTRACT OF STANDALONE AND CONSOLIDATED FINANCIAL RESULTS FOR THE QUARTER / NINE MONTHS ENDED 31ST DECEMBER, 2022

(₹. in Crores)

Particulars	STANDALONE						CONSOLIDATED					
	Reviewed			Audited			Reviewed			Audited		
	Quarter ended		Year ended	Quarter ended		Year ended	Quarter ended		Year ended	Quarter ended		Year ended
	31.12.2022	30.09.2022	31.12.2021	31.12.2022	31.12.2021	31.03.2022	31.12.2022	30.09.2022	31.12.2021	31.12.2022	31.12.2021	31.03.2022
Total income from operations	185.96	171.27	177.15	541.37	455.64	627.80	190.86	175.80	182.73	556.08	469.15	646.09
Other income	3.49	11.36	1.90	15.92	9.52	15.27	3.56	11.41	1.93	16.03	9.15	14.88
Net Profit / (Loss) for the period before tax	18.03	24.63	18.39	59.26	46.05	71.31	18.44	25.07	16.91	60.46	46.65	72.42
Net Profit / (Loss) for the period after tax	13.18	20.17	11.99	47.65	36.54	56.81	12.74	21.40	13.23	49.71	38.59	60.87
Total Comprehensive Income for the period (Comprising profit / (loss) for the period (after tax) and Other Comprehensive Income (after tax))	19.56	169.37	(82.32)	165.17	(96.87)	(197.62)	19.12	170.61	(81.08)	167.23	(94.82)	(193.34)
Paid-up Equity Share Capital (Face value per share - Rs. 10/- each)	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48	12.48
Reserves (excluding Revaluation Reserve) as per the latest Audited Balance Sheet						1210.04						1221.55
Earnings Per Share (before extraordinary items) (of Rs. 10/- each) (not annualised for Quarterly numbers): Basic & Diluted	10.56	16.16	9.61	38.18	29.28	45.52	10.21	17.12	10.57	39.83	30.86	48.68
Earnings Per Share in Rupees (after extraordinary items) (of Rs. 10/- each) (not annualised for Quarterly numbers): Basic & Diluted	10.56	16.16	9.61	38.18	29.28	45.52	10.21	17.12	10.57	39.83	30.86	48.68

Notes:
1. The results were reviewed by the Audit Committee of the Board and subsequently approved by the Board of Directors at their meeting held on January 30, 2023. The results have been reviewed by the Statutory Auditors of the Company.
2. The Board of Directors at their meeting held today have declared an Interim Dividend of Rs.9.00/- (90%) per equity share of Rs. 10/- each, absorbing a sum of Rs.11.23 Cr for the year 2022-23. The Record date has been fixed as 09th February, 2023 for this purpose and the dividend will be paid on or before 01st March, 2023.
3. The above is an extract of the detailed format of unaudited Quarterly / Nine Months ended December 31, 2022 Financial Results filed with the National Stock Exchange under Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015. The full format of the aforesaid Results are available on the National Stock Exchange website www.nseindia.com and on Company's website (www.impal.net).

Place : Chennai
Date : 30.01.2023

For INDIA MOTOR PARTS & ACCESSORIES LIMITED
N. KRISHNAN
Managing Director
DIN: 00041381

'Unprecedented response to commercial coal block auctions'

Our Bureau
New Delhi

The Coal Ministry on Monday said it has received an unprecedented response to commercial mines auction under the sixth round and second attempt of the fifth round of auctions launched in November last year.

The last day for submission of bids ended on Monday.

"A total of 99 bids for 36 coal mines have been received in the physical form. For the 6th round, two or more bids were received for 25 coal mines, a single bid for 7 mines and 10 bids for 4 mines in the 2nd attempt of the 5th round. This is the biggest response received for commercial coal mine auctions that was launched by the Prime Minister on June 18, 2020," the Coal Ministry said in a statement.

The online bids received as part of the auction process will be opened on Tuesday in the presence of interested bidders, it added.

It may be recalled that the Ministry had taken a number of reforms in this auction round like permission to relinquish part of mine, reduction in upfront amount and bid security, introduction of National Lignite Index, no revision of National Coal Index till operationalisation of mine, etc, it said.

"It may be noted that till now the Ministry has successfully conducted five rounds of auctions in the most transparent manner and auctioned 64 blocks with 152 million tonnes PRC. Once these blocks are operational, they will generate more than ₹20,000 crore to the States as annual revenue, leading to direct and indirect employment of more than two lakh," the Ministry noted.

BAJAJ HOLDINGS & INVESTMENT LIMITED

Performance Highlights Q3 FY23

Consolidated profit after tax ↑ 24%

Consolidated Results

(₹ In Crore)

Particulars	Q3 FY23	Q3 FY22	9M FY23	9M FY22	FY22
Total income	116	110	421	381	487
Share of profits of associates	1,235	989	3,360	2,835	3,894
Profit before tax	1,305	1,059	3,644	3,104	4,226
Profit after tax	1,286	1,040	3,498	2,950	4,056

Standalone Results

(₹ In Crore)

Particulars	Q3 FY23	Q3 FY22	9M FY23	9M FY22	FY22
Total income	107	99	1,841	1,738	1,833
Profit before tax	66	65	1,720	1,640	1,701
Profit after tax	49	49	1,666	1,584	1,631
Investments (at cost)	10,445	10,107	10,445	10,107	10,158
Investments (at market value)	1,47,549	1,49,030	1,47,549	1,49,030	1,56,649

Bajaj Holdings & Investment Limited | CIN: L65100PN1945PLC004656 | Website: www.bhil.in | Registered Office: Mumbai-Pune Road, Akurdi, Pune 411 035

This is an abridged representation of the unaudited financial results of Q3 FY23 and is not for the purpose of legal compliance. As required by regulations, the results have been prepared as per Indian Accounting Standards (Ind AS).



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