



DME Development Limited

(A Wholly Owned Entity of NHAI)

Corp Office : NHAI Building, Plot G -5 &6, Sector – 10, Dwarka, New Delhi – 110075

CIN : U45202DL2020GOI368878

PH : 011-25074100/25074200

Email: prachimittal.dme@nhai.org

Website: www.dmedl.in

Date: 28.12.2023

To,

**The Secretary,
Listing Department
BSE Limited
Phiroze Jeejeebhoy Towers,
Dalal Street, Mumbai 400001.
Maharashtra, India**

**The Manager,
Listing Department
National Stock Exchange of India Limited
Exchange Plaza, 5th Floor, Plot No. C/1,
G Block, Bandra-Kurla Complex, Bandra (E)
Mumbai 400051, Maharashtra, India**

Sir/Madam,

Subject: Disclosure under Regulation 52(8) of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015

Pursuant to Regulation 52(8) of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, please find enclosed copy of Newspaper Publication regarding the Audited Financial Results for the year ended March 31, 2023 approved at the Board Meeting held on Tuesday, December 26, 2023 in the following newspapers:

1. The Financial Express in English Language dated December 28, 2023 and
2. Amar Ujala in Hindi Language dated December 28, 2023.

Requesting you to take note of the same and update your records.

Thanking you,

For DME Development Limited

**(Prachi Mittal)
Company Secretary & Compliance Officer**

● GLOBAL EV RACE

China's BYD set to steal Tesla's crown

BYD close to surpassing Tesla to become world's largest EV seller

DANNY LEE
December 27

CHINA'S BYD BILLS itself as the biggest car brand you've never heard of. It might need a different tagline soon.

The automaker is poised to surpass Tesla as the world-wide leader in fully electric vehicle sales. When it does—likely in the current quarter—it will be both a symbolic turning point for the EV market and further confirmation of China's growing clout in the global automotive industry.

In a sector still dominated by more familiar names like Toyota Motor, Volkswagen and General Motors, Chinese manufacturers including BYD and SAIC Motor are making serious inroads. After leapfrogging the US, South Korea and Germany over the past few years, China now rivals Japan for the global lead in passenger car exports. Some 1.3 million of the 3.6-million vehicles shipped from the mainland as of October this year were electric.

"The competitive landscape of the auto industry has changed," said Bridget McCarthy, head of China operations for Shenzhen-based hedge fund Show Bull Capital, which has invested in both BYD and Tesla. "It's no longer about the size and legacy of auto companies; it's about the speed with which they can innovate and iterate. BYD began preparing long ago to be able to do this faster than anyone thought possible, and now the rest of the industry is scrambling to catch up."

The passing of the EV sales crown also reflects the shift in competitive dynamics between Tesla's Elon Musk, the world's richest executive, and BYD's billionaire founder, Wang Chuanfeng.

Whereas Musk has been warning that not enough consumers can afford his EVs with such high interest rates, Wang is firmly on the offensive as the company offers half a dozen higher-volume models that cost much less than what Tesla charges for its cheapest Model 3 sedan in China.

When a Tesla owners' club

CLASH OF THE TITANS

■ Currently, Tesla is outperforming BYD in terms of revenue, profits and overall market value

■ Analysts expect BYD to launch its third-generation EVs next year, offering more technology

BYD CLIMBS THE GLOBAL AUTO-SALES RANKS

China's top carmaker cracks the top 10

■ Estimated 2023 sales (in million)



Source: Global Data, Bloomberg
Note: Figures include forecasts for December

shared a clip in May of Musk snickering at BYD's cars during a 2011 appearance on Bloomberg Television. Musk wrote back that BYD's vehicles are "highly competitive these days." The likely change in the global EV pecking order marks the realisation of a goal that Wang, 57, set back when China was just starting to foster its now world-beating electric car industry. While BYD continues to pull away from Tesla and all other auto brands at home, replicating its runaway success abroad is proving tricky.

Europe looks poised to join

the US in slapping Chinese cars

with higher tariffs to shield

thousands of manufacturing jobs. Other countries' EV

markets are still in their infancy

and aren't nearly as lucrative. Management views

the US as virtually off-limits due

to the escalating trade tensions

between Washington and Beijing.

Wang is no Musk — he is

much less media and largely steers clear of the limelight, but in an uncharacteristic

brash intrusion delivered weeks

before the European Union opened an investigation

into how China has subsidised its

EV industry, Wang declared the

time had come for Chinese brands to "demolish the old legends" of the auto world.

While many carbuyers outside

of China are still only

dimly aware of BYD, Warren Buffett surely isn't. In 2008, Berkshire Hathaway Inc. bought a 10% stake in the company, which was then a battery maker. BYD's vehicles are "highly competitive these days," Buffett wrote in a letter to shareholders last year — BYD shares were trading near their all-time high — the value of its stake had soared roughly 35-fold to around \$8 billion.

The late Berkshire vice-chairman Charlie Munger saw BYD primarily as a battery play. On Bloomberg TV in May 2009, he said the company was working on "one of the most important subjects affecting the technological future of man."

BYD acquired a failing state-owned automaker in 2003 and introduced its first plug-in hybrid — called the F3DM — in 2008. A New York Times reviewer panned its exterior design, calling the compact "about as trendy as a Y2K-era Toyota Corolla." The company sold all of 48 units in the first year.

Around that time, China started subsidising plug-in car purchases. Support from the government extended from cities and provinces to the national level, spanning tax breaks for consumers, production incentives for manufacturers, help with research and development, and cheap land.

—BLOOMBERG

VINAYAK MOHANRANGAN
New Delhi, December 27

IN ODISHAAT the World Cup in January, after India lost the shootout against New Zealand to fall short of the quarterfinals, Manpreet Singh was on his knees, staring down at the turf in disbelief. It wasn't supposed to end this way, for the team that won bronze at Tokyo Olympics. It was to put it mildly a disaster to go out that early.

In Hangzhou at the Asian Games in October, when the final was deadlocked 0-0 against Japan with seconds left to go in the first half, India were getting a bit desperate for the opening goal. As a rebound fell to him at the edge of the circle, Manpreet Singh unleashed a powerful reverse flick that flew into the roof of the net. He was on his knees again. Only this time, his teammates were mobbing him as he celebrated a rare and significant goal. India would go on to win the match 5-0.

"Kya bolein ya, I score only rarely," Manpreet tells *The Indian Express* with a big smile. "When the ball came to me, I was only thinking of hitting the target. The coach tells me when I get into the circle, you don't shoot enough. So when you get a chance, go for it, your reverse hit is brilliant. That's all I had in mind. And it flew well off my stick."

Indeed, 2023 was one of two halves for the Indian men's hockey team. At a home World Cup, a chance to end the 48-year-old wait for a medal went begging. But as the year drew to a close, they clinched the trophy at the Asian Champions Trophy in India's gold medal match at Hangzhou. Asian Games, which also sealed their place at the Paris Olympics.

And Manpreet personified that as better than any.

The World Cup low

The 2012 Olympic Games campaign was a nadir in Indian hockey as they lost all six matches to finish last. But for a 20-year-old Manpreet it was personally harrowing too. There were reports of cliques in the squad and of Manpreet being targeted. So when Manpreet says the disappointment of the 2023 World Cup was alongside that of London 2012 for him, it says a whole lot.

"We were all quite disappointed. In the match against New Zealand, we didn't play well



at all. In a crucial match, we were not able to do our best. We will forever remember that we didn't step up that day," the 31-year-old says.

But if 2012 was a campaign of chaos, 2023 began with there was a general sentiment that this team was really good and capable of a podium finish.

"Handling the pressure of crucial matches, dealing with the presence of home crowd... that match against NZ, we should have done better, because there was confidence in us from the nation. We were confident too, but it will always remain hurtful that we couldn't deliver," Manpreet says.

Siddharth Pandey, hockey commentator and FIH Level 2 certified coach is someone who has kept a close eye on this Indian team in recent years as a broadcaster. "What happened with Manpreet at the World Cup was in line with what happened with the rest of the team, where multiple things went wrong," Pandey tells this daily. "Crucially, Hardik Singh's injury had a huge impact on the team and Manpreet lost a crucial supporting act in the midfield. There was the pressure of playing in front of family and thousands of fans. We are usually good away from home these days."

The reset

For someone who has achieved quite a lot in Indian hockey as a player and leader, the World Cup disaster could potentially have been seen as a stopping point. But Manpreet went back to the drawing board. After a few Pro League matches, the team got a break and Manpreet was driven to bounce back. As Rohit Sharma said after the men's cricket team's home World Cup heartbreak, it wasn't a matter of come on but athletes have to find a way.

"Spending time with the family definitely helped," Manpreet, a doting father to a girl now, says. "Like Rohit said about how even going out and meeting people was difficult, such a disappointment is huge. We athletes put in all our efforts for years and years, for that one big tournament, and if you don't succeed, you feel despondent. It takes a while to heal. But then you have to start thinking... what next? We can only change what happens."

It started with fitness. Though he was on a break, Manpreet told his family that he'd not be indulging in his diet. One of the fittest athletes there is, Manpreet went about focusing on staying in the best shape possible. "I definitely had to reboot. And when we

returned to the camp, the senior players got together and said 'Whatever has happened, we can't change. But we can learn. The mistakes we made at the World Cup shouldn't be repeated'."

Adding dimension

While he is no longer the team captain, Manpreet — unsurprisingly — doesn't add much weightage to it, insisting that the likes of himself and PR Sreejesh are there to share the burden with Harmanpreet Singh. Pandey goes to the extent of saying that being a leader without being the captain has liberated him.

"He's a father now, he's in a good space personally. The Manpreet of 6-7 years ago was still very disciplined on the pitch every time he played, but was quite outgoing," Pandey says, adding he saw a version of Manpreet at ACT who was enjoying his game, and took up attacking responsibilities that weren't quite his forte earlier.

Newhead coach Craig Fulton came in and initially had Manpreet playing in the defence. But it wasn't new to him, he started his national journey as a defender on the left side. "His fundamentals were sensational, that's why he had the nickname 'Korean for him'," Pandey recalls. "The net was set up in a way that was a wonderful central defensive midfielder, across coaches. And now he has added a dimension that not a lot of people thought he had, which is sitting as a central attacking midfielder."

Graham Reid's era saw Manpreet evolve into one of the best guarding midfielders in the game, who was terrific at ball retention and setting up by receiving the ball into space. Fulton, after the initial shift, brought him back to midfield and gave him the freedom to go forward too. It was evident in Chennai, where Manpreet was a player of the match in two of India's matches, driving masterfully through the midfield.

DME Development Limited

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CIN : U45202DL2020GOI368878 | PH : 011-25074100/25074200

Email : prachinittal.dme@nhai.org | Website : www.dmedil.in

Statement of Audited Financial Results for the Year ended March 2023 of DME Development Limited

(Amt in Rs Lakhs)

S. No.	Particulars	Qtr. Ending 31.03.2023 (unaudited)	Qtr. Ending 31.12.2022 (unaudited)	Corresponding Qtr. for the previous year ended (i.e. qtr ended 31.03.2022) (Unaudited)	Previous year ended 31.03.2023 (Audited)	Previous year ended 31.03.2022 (Audited)
1.	Total Income from Operations	NIL	NIL	NIL	NIL	NIL
2.	Net Profit / (Loss) for the period (before tax, Exceptional and/or Extra-ordinary Items)	(23.31)	(02.76)	(15.80)	(35.20)	(16.64)
3.	Net Profit / (Loss) for the period before tax (after Exceptional and/or Extra-ordinary Items)	(23.31)	(02.76)	(15.80)	(35.20)	(16.64)
4.	Net Profit / (Loss) for the period after tax (after Exceptional and/or Extra-ordinary Items)	(17.25)	(02.05)	(11.69)	(26.05)	(12.31)
5.	Total Comprehensive Income for the period [Comprising Profit / (Loss) for the period (after tax) and Other Comprehensive Income (after tax)]	NIL	NIL	NIL	NIL	NIL
6.	Profit up Equity Share Capital	4,940,000.00	4,144,000.00	3,13,900.00	4,940,000.00	3,13,900.00
7.	Reserves (excluding Revaluation Reserve)	(241.44)	(225.76)	(215.82)	(241.88)	(215.82)
8.	Securities Premium Account	NIL	NIL	NIL	NIL	NIL
9.	Net worth	4,39,158.56	4,27,174.24	3,13,084.18	4,39,157.23	3,13,084.18
10.	Paid up Debt Capital/ Outstanding Debt	31,91,995.75	25,58,088.97	21,58,099.00	31,91,995.75	21,58,099.00
11.	Outstanding Redeemable Preference Shares	NIL	NIL	NIL	NIL	NIL
12.	Debt Equity Ratio	7.26	5.99	6.89	7.27	6.89
13.	Earnings Per Share (of Rs. 100/- each) (for continuing and discontinued operations)	1. Basic: (0.00)	(0.00)	(0.01)	(0.01)	(0.01)
	2. Diluted: (0.00)	(0.00)	(0.00)	(0.01)	(0.01)	(0.01)
14.	Capital Redemption Reserve	NIL	NIL	NIL	NIL	NIL
15.	Debiture Redemption Reserve	NIL	NIL	NIL	NIL	NIL
16.	Debt Service Coverage Ratio	NIL	NIL	NIL	NIL	NIL
17.	Interest Service Coverage Ratio	NIL	NIL	NIL	NIL	NIL

Notes:

- Exceptional and/or Extra-ordinary Items adjusted in the Statement of Profit and Loss in accordance with Ind AS Rules / AS Rules, whichever is applicable.
- The above is an extract of the detailed format of Quarterly Financial Results filed with the Stock Exchange under Regulation 52 of the SEBI (LODR) Regulations, 2015. The full format of the same is available on the stock exchange website www.sebindia.com and Company's Website www.dmedil.in.
- The above results have been approved by the Board of Directors at its meeting held on 26.12.2023.
- Previous period figures regrouped/arranged wherever necessary to compare with corresponding period.

For & on behalf of the Board
DME Development Limited
Sd/-
Ananta Manohar
Director & CFO

Date: 26.12.2023

Place: Delhi

Summary for Ratios (Regulation 52(4))

(Amount in Lakhs)

S. No.	Particulars	Year ended 31st March 2023 (audited)	Year ended 31st March 2022 (audited)
1.	Debt-equity ratio	7.27	6.89
2.	Debt service coverage ratio	NIL	NIL
3.	Interest service coverage ratio	NIL	NIL
4.	Outstanding redeemable preference shares (quantity and value)	NIL	NIL
5.	Capital redemption reserve/debiture redemption reserve	NIL	NIL
6.	Net worth	4,39,158.12	3,13,084.18
7.	Net profit after tax	-26.05	-12.31
8.	Earnings per share	0.00	0.00
9.	Current ratio	6.82	6.89
10.	Long term debt to working capital	NIL	NIL
11.	Bad debts to Account receivable ratio	NIL	NIL
12.	Current liability ratio	0.12	0.03
13.	Total debts to total assets	0.88	0.87
14.	Debtors turnover	NIL	NIL
15.	Inventory turnover	NIL	NIL
16.	Operating margin (%)	NIL	NIL
17.	Net profit margin (%)	NIL	NIL
18.	sector specific equivalent ratios, as applicable	NA	NA

MSE			
METROPOLITAN STOCK EXCHANGE OF INDIA LIMITED			
Address: -205A, 2nd Floor, Parnal Agastya Corporate Park, Kamarti Junction, LBS Road, Kurla (West), Mumbai - 400 070. T - 022-9122 6112 9000, Email - Listing@metil.in			
PUBLIC NOTICE			
Public notice for compulsory delisting of equity shares of companies in terms of Regulation 32(3) of SEBI (Delisting of Equity Shares) Regulations, 2021.			
In terms of Regulation 32(3) of the Securities and Exchange Board of India (Delisting of Equity Shares) Regulations, 2021 ("SEBI Delisting Regulations") and as per the rules made under Section 21A of the Securities Contracts (Regulation) Act, 1956 and the Rules, Bye-Laws and Regulations of Metropolitan Stock Exchange of India Limited ("MSE"), the following companies have been delisted from the Exchange as they have failed to comply with the requirements of the SEBI Delisting Regulations, 2021.			
The list of these companies along with their last known addresses as per exchange records, is given below: -			
Sr. No.	Symbol	Company Name	Registered Address of the Company
1.	KCL	KCL LIMITED (ISIN: INE061C10101)	E-292, SARITA VIHAR, NEW DELHI, Delhi, India, 110044 and Plot No 297, Sector-24, Faridabad, Haryana, India, 121005.
2.	SABELECT	SAB ELECTRONIC DEVICES LIMITED (ISIN: INE617R01017)	C-51, Phase - II, Noida, Uttar Pradesh 201301
3.	RKMAN	R K MANUFACTURING CO LTD (ISIN: INE423E10118)	215A, MANEK CENTER, P.N. MARG, JAMNAGAR, JAMNAGAR, GUJARAT, India, 381008
The Consequences of Compulsory Delisting include the following: -			
1. These companies would cease to be listed on stock exchange.			
2. In terms of Regulation 33 of the SEBI Delisting Regulations,			
32. (1) Where the equity shares of a company are delisted by a recognised stock exchange under this Chapter, the recognised stock exchange shall appoint an independent valuer(s) who shall determine the fair value of the delisted equity shares.			
(2) The recognised stock exchange shall form a Panel of expert valuers and from the said Panel, the valuer(s) for the purposes of sub-regulation (1) shall be appointed.			
(3) The value of the delisted equity shares shall be determined by the valuer(s) having regard to the factors mentioned in sub-regulation (2) of regulation 20 of SEBI (Delisting of Equity Shares) Regulations, 2021.			
(4) The promoter(s) of the company shall acquire the delisted equity shares from the public shareholders by paying them the value determined by the valuer within three months of the date of delisting from the recognised stock exchange, subject to the option of the public shareholders to retain their shares.			
(5) The promoter shall be liable to pay interest at the rate of ten percent per annum to all the shareholders, who offer their shares under the compulsory delisting option, if the price payable in terms of sub-regulation (3) is not paid to all the shareholders within the time specified under sub-regulation (4).			
Provided that in case the delay was not attributable to any act or omission of the acquirer or was caused due to the circumstances beyond the control of the acquirer, the Board may grant waiver from the payment of such interest.			
3. In terms of Regulation 34 of SEBI Delisting Regulations,			
34. (1) Where a company has been compulsorily delisted under this Chapter, the company, its whole-time directors, person(s) responsible for ensuring compliance with the securities laws, its promoters and the companies which are promoted by any of them shall not directly or indirectly, access the securities market or seek listing of any equity shares or act as an intermediary in the securities market from the date of such delisting.			
(2) In case of a company whose fair value is positive -			
(a) such a company, and the depositories shall affect transfer, by way of sale, pledge, etc., of any of the equity shares held by the promoters / promoter group and the corporate benefits like dividend, rights, bonus shares, split, etc. shall be frozen for all the equity shares held by the promoters/promoter group, till the promoters of such company provide an exit option to the public shareholders in compliance with sub-regulation (4) of regulation 33 of these regulations, as certified by the relevant recognised stock exchange;			
(b) the promoters, whole-time directors and person(s) responsible for ensuring compliance with the securities laws, of the compulsorily delisted company shall also not be eligible to become directors of any listed company till the exit option as mentioned in clause (a) is provided.			
In case, any concerned person is desirous of making any representation to the Exchange, they may do so in writing with all supporting documents, within 15 working days from the date of this Notice, i.e. on or before Wednesday, January 17, 2024. Scanned copy of the signed representation containing complete contact details (email id, address and phone number) of the person(s) making the representation(s) should be sent compulsorily by email to the Exchange's email id i.e. Listing@metil.in .			
Any anonymous representation(s) would not be considered valid.			
Kindly note that representations that are sent through any mode of communication other than to the designated email id would not be construed as valid representation and thus, will not be considered by the Exchange.			
Place: Mumbai			
For and on Behalf of Metropolitan Stock Exchange of India			
Authorised Officer			
Date: December 28, 2023			

