MAX FINANCIAL SERVICES LIMITED
CIN: L24223PB1988PLC008031
Registered Office: Bhai Mohan Singh Nagar, Village Railmajra,
Tehsil Balachaur, District Nawanshahr, Punjab – 144 533
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August 18, 2020

BSE Limited
Phiroze Jeejeebhoy Towers
Dalal Street
Mumbai - 400001

Scrip Code : 500271

National Stock Exchange of India Limited
Exchange Plaza, Bandra -Kurla Complex
Bandra (E),
Mumbai 400051

Name of Scrip : MFSL

Dear Sir/Madam,

Sub : **Disclosure under Listing Regulations – Notice published in Newspapers regarding intimation to shareholders for claiming their un-encashed dividends before transfer to IEPF authority**

Please find enclosed copies of notices published in newspapers, (i) Busines Standard and (ii) Desh Sewak regarding intimation to shareholders of the Company for claiming their un-encashed Final Dividend 2012-13 and Interim Dividend 2013-14 pursuant to the provisions of Investor Education and Protection Fund Authority (Accounting, Audit, Transfer and Refund) Rules, 2016 ("**the Rules**").

You are requested to take note of the above.

Thanking you,

Yours faithfully
For **Max Financial Services Limited**

V. Krishnan
Company Secretary & Compliance Officer

Encl : As above.

ਮੋਦੀ ਸਰਕਾਰ ਆਰਐਸਐਸ ਦੇ ਏਜੰਡੇ ਨੂੰ ਵਧਾ ਰਹੀ ਅੱਗੇ : ਕਾਮਰੇਡ ਧਰਮਪਾਲ ਸੀਲ

ਅਜ਼ਾਦੀ ਦਿਵਸ 'ਸੰਵਿਧਾਨ ਬਚਾਓ ਭਾਰਤ ਬਚਾਓ' ਦੇ ਸੰਕਲਪ ਵਜੋਂ ਮਨਾਇਆ

ਮਿਸ਼ਨ ਫ਼ਤਹਿ ਤਹਿਤ ਕੋਵਿਡ-19 ਨੂੰ ਮਾਤ ਦੇ ਕੇ ਘਰਾਂ ਨੂੰ ਪਰਤੇ 20 ਹੋਰ ਮਰੀਜ਼

ਜ਼ਿਲ੍ਹੇ ਅੰਦਰ ਹੁਣ 486 ਐਕਟਿਵ ਕੇਸ

ਮਰਹੂਮ ਮਹਿੰਦਰਪਾਲ ਮੈਂਗੀ ਦੀ 20ਵੀਂ ਬਰਸੀ ਮਨਾਈ

ਪਨੌਣਾ 'ਚ ਆਜ਼ਾਦੀ ਦਿਵਸ ਨੂੰ ਪ੍ਰਤਿੱਗਿਆ ਦਿਵਸ ਦੇ ਰੂਪ ਵਿੱਚ ਮਨਾਇਆ

ਬੂਹੇ ਦੇ ਵਡੇ ਲੋਕ ਨੂੰ ਲੱਗੀ ਅੱਗ, ਫ਼ਰਨੀਚਰ ਦਾ ਕਾਫ਼ੀ ਨੁਕਸਾਨ

Prices unviable, captive power producers get pandemic shocker

Operations curtailed due to sharp drop in industrial activities

AMRITHA PILLAY
Mumbai, 16 August

ROLLER COASTER
Spot exchange was a buyers' market in the June quarter

- Discoms sold 25% YoY more power in June quarter on IEX
- Discoms from Odisha, J&K, Uttar Pradesh, Himachal Pradesh among sellers
- Seller-to-buyer ratio post-Covid and lockdown was 2.5-3 times higher than the usual 2 times

Source: IEX

The Covid-19 pandemic, followed by lockdowns that hit industrial and commercial activities, has drastically curtailed operations of captive power producers. Companies are finding that sale price on the energy exchanges is not viable even as their own captive demand is minimal.

Some large industries, including steel and cement, rely on their own captive power capacities to ensure steady supply for critical processes. Some of these companies also sell part of the power generated to the energy exchanges.

Executives from Indian Energy Exchange (IEX), in July, pointed out that volumes from captive power plants went down drastically post March, in tandem with the traded prices. For the day ahead market, average market clearing price for August 15 was ₹1.64 per unit (kilowatt/hour). Captive power (that trades between ₹2 and ₹2.35 per unit) sale on the exchanges is economically unviable.

Shree Cement is one such company with captive power capacity, some of which is sold on the exchanges.

"Owing to the lockdown, power demand was impacted and some of our power capacities were shut. Power demand has not completely recovered yet. Right now, power plants are shut because there is no demand; viability is the second part," said Prashant Bangur, joint managing director (MD) of Shree Cement. He said the company operates a capacity of 650 megawatt (Mw), of which 300 Mw is merchant power.

JSW Energy, in an earnings call in July, had said sale to distribution companies went up 8 per cent during the June quarter, whereas group captive sales was down by 25 per cent. JSW Energy has a power supply agreement with group company JSW Steel. Prashant Jain, joint MD and chief executive, on the call, said: "Our contraction in generation was primarily from the group captive customers because of the lockdown. They had to stop their operations, and then they are now back to normal."

Rajiv Agarwal, secretary general of Indian Captive Power Producers Association, pegs the country's total captive power capacity at 75 gigawatt (Gw).

He said a significant portion of this was hit due to a combination of higher coal prices and lower power demand. Agarwal said of the 50-55 Gw thermal-based captive power capacity, 40-50 per cent of the capacity is being utilised.

"Whatever captive plants are producing is not economical for the power exchange right now. Overall power demand from industries itself is very low. Even plants, which are not selling to the exchange, are operating at 40-60 per cent utilisation," Agarwal said.

The issue boils down to the cost of production. Agarwal said Coal India prices, due to the e-auction policy, is higher than that of imported coal. However, demand and sale price for power is low.

Bangur said it was not unusual for captive power plants to shut down capacity during low demand. He remains unsure when captive power units will start operations again. He, however, said earnings before interest, taxation, depreciation and amortisation would remain largely unimpacted. "Merchant power contribution is not as significant now as it was 5-7 years ago. As we have grown our cement business, it is just 5 per cent of our turnover and Ebitda," he said.

Confusion clouds EV rollout sans batteries

T E NARASIMHAN
Chennai, 16 August

A BUMPY ROAD

- There are hardly any battery rental, swapping, or leasing business models in India
- Automobile experts say this model hasn't been tested anywhere in the world
- They say a lot needs to be done before it becomes practically implementable
- Will take some time for consumers to understand and adopt this model of ownership
- Move likely to create confusion in terms of incentivising EV sales under FAME scheme

The government's move to allow companies to sell electric two- and three-wheelers without pre-fitted batteries has largely been hailed as a move towards reducing costs and creating a clean transport ecosystem but its execution may hit speed breakers.

The transport ministry recently said the battery, which accounts for 30-40 per cent of the total cost of an electric vehicle (EV), could be provided separately by original equipment manufacturers (OEMs) or energy service providers.

Though this would make the upfront cost of EVs lower than internal combustion engine (ICE) vehicles, a section of the industry is sceptical on how it would work.

Sohinder Gill, director general, Society of Manufacturers of Electric Vehicles (SMEV), said delinking of batteries from EVs is a good idea, however, a lot needs to be done before it becomes practically implementable and beneficial to customers. To a B2C customer, an EV still has to be purchased along with the battery as there are hardly any battery swapping, rental, or leasing business models available across India.

"But it makes good sense in B2B, where we can have captive swapping stations and business models for batteries-as-a-service," said Gill. He said SMEV has sought clarifications on various aspects of the policy and hopes the government would address them soon.

Mahesh Babu, managing director and chief executive of Mahindra Electric, said no country in the world allows registration of EVs without a battery. "We will explain to the government that this notification has created confusion. A vehicle is manufactured, tested and sold as an integrated vehicle, and the OEM is responsible for the warranty. This move has not been thought through and the industry has not been consulted," he said.

Experts also said this move would create confusion in terms of incentivising EV sales because under FAME(Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles) scheme the same is done based on the size of the battery.

A large section of the EV industry is, however, upbeat. Naveen Munjal, MD of Hero Electric, welcomed the move and said: "I am excited about the possibilities that exist in making EVs accessible to every individual in the country. All we need is a combination of such pioneering policies for it to work for us as per plan in the long run. For this to take off, and be able to efficiently pass on the benefit to the consumer, we ought to work towards a strong infrastructure that allows EV owners to charge and swap batteries wherever they require."

Tarun Mehta, chief executive and co-founder, Ather Energy, said the new policy is a great move for both customers and OEMs. "While the new policy opens up new opportunities in financing options, it will take some time for consumers to understand and adopt this model of ownership. In the long run, it will be a big boost to the Indian EV industry. It will also make it easier for new players to join the industry," he said.

Jeetender Sharma, MD and founder of electric two-wheeler maker Okinawa, said it is motivating that the government is working towards accelerating adoption of electric mobility. "Selling EVs without pre-fitted batteries will widen the scope for manufacturers as well as buyers. We are swiftly adopting the much-needed flexibility and comfort in the EV ecosystem. Tax rebates will help drive the demand better. This is also expected to reduce the overall cost of acquisition of the product by saving amount in the vehicle registration procedure, thus offering affordability," Sharma said.

A spokesperson from Ampere Electric also said the move would reduce the cost of acquisition of EV and more people would shift from traditional to a more sustainable and affordable green mobility solution.

'May take the Max brand out of Delhi-NCR'

Max Healthcare, the country's second-largest hospital chain in terms of revenues, is all set for a listing on the bourses this month. Chairman & Managing Director ABHAY SOI tells Sohini Das he is open to large acquisitions in new territories. Edited excerpts:

Q&A

ABHAY SOI
CMD, Max Healthcare

Now that you are listing, what kind of valuation do you expect? Do you think Covid will impact the valuation?

I don't have any fixed number in mind, but the overall multiples in the industry, which were depressed, seem to be climbing. We see ourselves to be rated along with the best in the industry. The reason: In terms of sales per bed Ebitda margins, we have outperformed the sector in the past three quarters and are fairly certain for this quarter as well. The worst of the pandemic seems to be behind us. We see a lot of patients coming from outside Delhi. Non-Covid occupancy has ramped up significantly. The markets don't look at present and past, and they are more forward looking. I am hoping to be listed on August 20.

So business is picking up?

The worst really was April, and gradually everything improved — by May, June, July and August, everybody has moved up. If you see our occupancy levels, which had gone down to 28-29 per cent, have come up to 67-68 per cent, including non-Covid patients.

Are you open to inorganic options as the pandemic may have created distress sale assets?

Even in the worst time during the pandemic, we focussed on cost efficiency and collections. Our liquidity and net balance sheet position and net debt position did not deteriorate. The pandemic did not put any stress on our expansion plans. When we entered the pandemic, we had to put all our plans on pause. We also put on hold all unnecessary expenditure. But that changed quickly because we started moving back towards normalcy. Some players, particularly single hospital set ups, may feel some stress. It will give us some opportunity to consolidate over the next few quarters. My own background has been restructuring on a professional level and, as an expertise, this will be something I would be looking at closely.

Are you open to taking the Max brand outside Delhi-NCR?

We are a metro-centric group and we will be focussing on 200-250 bed hospital assets if they are value accretive in places where we already have presence. If we have to go to new geographies, then the asset has to be sizeable (like a 450-bed facility in Bengaluru). Won't look at 150-bed nursing homes.