



Save Pune Traffic Movement

Annual Report
2024-25



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1. About SPTM

“Save Pune Traffic Movement (SPTM)” is a dedicated NGO based in Pune, committed to transforming the city's transportation system into one that is **safe, sustainable, and inclusive**. Our mission is to make the commute in Pune safe and convenient for everyone, regardless of their financial / physical abilities or social strata or means of transportation.

SPTM is an active member of PMC's Road Safety and Non-Motorized Transport Committees, enabling us to collaborate effectively with the Pune Municipal Corporation (PMC) and Pune Traffic Police. This strategic position allows us to advocate for and implement meaningful changes with support from the authorities.

1.1. Vision and Mission

Vision

An inclusive, sustainable, safe and chaos free transport system for Pune, which will be a model for the rest of India.

Mission

To drive the transformation of Pune's transportation system through a united force of responsible citizens. To achieve this, work with Government, citizen entities, media and any such organizations and stakeholders.

1.2. A note on SPTM's 'beneficiaries'

Many NGOs 'donate to the needy'. For example, school supplies to needy students, sewing machines or such means to earn a living to needy women, rainwater harvesting to needy villages etc. It is very easy to count the number of 'beneficiaries' of such work.

We have tremendous respect for the fantastic work done by such NGOs. However, in our case, in a sense an entire city or a suburb is our 'beneficiary'. For example, when we work with the local authorities to get zebra stripes at 50 intersections painted, a big part of the city benefits.

Another important difference to be noted is: At SPTM, we do not 'donate' transport infrastructure to the city or even to people. For example, we generally do not donate bicycles to students, but work for making their cycle ride to school safer. In such cases, it becomes difficult to 'count' the number of 'beneficiaries'.

Rather than donating goods, we apply our intellect and urge to create and implement projects to make transportation in Pune inclusive, sustainable and safe. To make it safe, convenient and attractive to use sustainable modes of transportation, viz., walking, public transportation and cycling, we-

- Urge Government agencies to implement such projects
- Work with citizen entities to catalyse a behavioural change to adopt use of public transport and cycling
 - And also, to raise demand for infrastructure that makes it safe and convenient to walk, to cycle and to use the bus
- Work with media to promote a new, progressive thought process of sustainable transportation planning

Therefore, we generally speak in terms of 'number of people impacted', instead of 'counting number of beneficiaries'.

2. SDG Goals our work contributes to

The 'Sustainable Development Goals approved by the UNO are as follows:



'Inclusive, Sustainable and Safe Urban Transportation' is our motto. Therefore, our work contributes to the following Sustainable Development Goals:

8 DECENT WORK AND ECONOMIC GROWTH**SDG-8**

Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

SPTM's work areas

1. Decent work for all: Many people from lower financial strata walk and cycle to work. Our work improves their daily commute.
2. Productive employment for all: Better PT means improved access to employment opportunities in a larger area

11 SUSTAINABLE CITIES AND COMMUNITIES**SDG-11**

Make cities and human settlements inclusive, safe, resilient and sustainable

SPTM's work areas

1. Inclusivity: Better walking, cycling and public transport facilities enable children, senior citizens to travel independently
2. Safety: These modes together reduce the total 'Vehicle Kilometers Travelled (VKT)', hence improving road safety
3. Sustainability: These modes also consume less road space, pollute less and require less capital expenditure

13 CLIMATE ACTION**SDG-13**

Take urgent action to combat climate change and its impacts

SPTM's work areas

1. Reduce carbon emissions: Cycling and public transportation have much lower carbon emissions per person-km

3. About SPTM

3.1. Board of Directors

SPTM's Board of Directors consists of individuals with more than 25-30 years of experience in their respective fields, also with a long trail of work done in the field of inclusive and sustainable transportation and road safety.

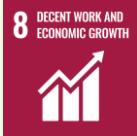
- Harshad Abhyankar
- Makarand Mhaiskar
- Nikhil Phadke
- Ninad Patil
- Nitin Khamamkar
- Rajendra Sidhaye
- Sujata Tilak

3.2. SPTM Fact sheet

Registration number	U74900PN2010NPL137886 under Sec 25 of Companies Act 1956
Date of incorporation	30-Nov-2010
12A certificate	AAPCS2190FE20219
80G certificate	AAPCS2190FF20217
FCRA	-
DARPAR ID	MH/2020/0255488

4. Projects done in this year

4.1. Metro Nudges (2024-25)

Applicable SDGs	 8 DECENT WORK AND ECONOMIC GROWTH	 11 SUSTAINABLE CITIES AND COMMUNITIES	 13 CLIMATE ACTION
Estimated number of people impacted	20,000		

The Pune Knowledge Cluster Foundation (PKCF) — an initiative supported by the Govt of India — is working with MahaMetro on an exciting project: Foundational Nudges. The aim? To nudge more people to using the Metro.

PKCF has teamed up with SPTM and CEE for this project:

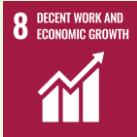
- SPTM brings in technical knowledge and insights of transport planning
- CEE shapes engaging interactions with local communities

The project focuses on the first five stations of the Aqua Line — Vanaz, Anandnagar, Ideal Colony, Nal Stop, and Garware College.

MahaMetro is already clocking ~1.5 lakh daily trips, with a target of 2.5 lakh by year-end.

This initiative will test simple, smart ‘nudges’ that can not only boost Metro use — but also spark a demand for inclusive, sustainable and safe transport.

4.2. Survey of Ped infra at intersections (2024-May)

Applicable SDGs	  
Estimated number of people impacted	Entire city

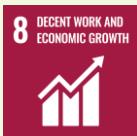
SPTM periodically takes a stock of the state of some basic infrastructure needed for pedestrians, at intersections with traffic signals. Specifically, we inspect-

- The condition of zebra stripes and stop lines
- The number of pedestrians' signals installed and working
- The duration of the 'pedestrians' phase' = how many seconds are reserved for pedestrians to cross the road

A report can be found at this URL:

<https://savepunetraffic.org/wp-content/uploads/2024/11/FP-usage-2024-report.pdf>

4.3. Survey of footpath usage (2024-Jun)

Applicable SDGs	  
Estimated number of people impacted	Entire city

PMC has built and renovated some footpaths in recent times. Even then, it is found that pedestrians are still walking on the carriageway at many of these footpaths. And there is a tendency of blaming the pedestrians for this behaviour.

We wanted to highlight that There is something wrong with a footpath if people are still walking on the carriageway!

We counted the percentage of pedestrians walking on the carriageway, and highlighted the issues in the design of the footpath. Below are some sample photos from the survey, showing some new footpaths but more than 50% pedestrians are still walking on the carriageway.



New but narrow footpath.

Usage: Only 23%



Some of the space given to parking could be used to widen the footpath.

Usage: Only 35%



Dead wall and parking create claustrophobic effect.

Usage: Only 49%



Sufficiently wide footpath, accommodates vendors too.

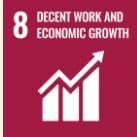
Usage: 86%

And we also found some footpaths where sufficient space was given to vendors too. As a result, a very large percentage of pedestrians were using that footpath.

A report based on these findings was submitted to PMC. It can be found at this URL:

<https://savepunetraffic.org/wp-content/uploads/2024/11/FP-usage-2024-report.pdf>

4.4. Pedestrians' Safety campaign पाऊल पुढे? – हात समोर! – with Maharashtra Mandal (2024-Oct)

Applicable SDGs	 8 DECENT WORK AND ECONOMIC GROWTH	 11 SUSTAINABLE CITIES AND COMMUNITIES	 13 CLIMATE ACTION
Estimated number of people impacted	5,000		

SPTM wants to spread the 'पाऊल पुढे? – हात समोर!' technique to entire city. Since the task is huge, we thought it is best to break it down according to demographic groups. One very important group is school students, since by extending this technique to this group, it also reaches their parents.

To test the approach, SPTM contacted the Maharashtra Mandal, who happily agreed to convey the technique to their students, and also offered students of their Chandrashekhar Agashe College as volunteers.

We first engaged with the students of this college, and conducted an orientation session so that they can act as volunteers. The technique was then explained to the school students by their teachers, and was also demonstrated on-road with the help of the volunteers.



Harshad Abhyankar conducting the orientation session at Agashe College



Volunteers of the Chandrashekhar Agashe College, after the on-road demonstration



Teachers teaching the technique to students of Damle Prashala



Teachers teaching the technique to students of the English Medium Primary School

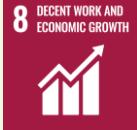


The technique being demonstrated on-road

Here is what the Principals and faculty of their schools and colleges have to say about the initiative

	Sticking your hand out while crossing a road helps children cross a road safely and confidently." - Smt Aditi Lomate, Principal, English Medium Primary School, Maharashtra Mandal.
	All schools should extend this technique to their students and parents – Shri Sanjay Shendge, Principal, Dagduram Kataria High School, Maharashtra Mandal. Our volunteers thoroughly enjoyed teaching this technique to little children and their parents. - Prof Kumar Upadhyay, Chandrashekhar Agashe College, Maharashtra Mandal.

4.5. A toolkit to observe Pedestrians' Day (2024-Nov)

Applicable SDGs	  
Estimated number of people impacted	Entire city

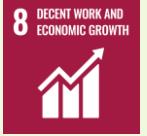
As you may be aware of, the Pedestrians' Day is SPTM's brainchild. Pune became the first city in India to observe a Pedestrians' Day, on 11th December 2021.

We have been urging many citizen entities like companies, offices and residential complexes to observe the Day. We frequently come across questions like, "Yeah, it is a grand thought, but what exactly do we need to do to observe the Pedestrians' Day?"

To address this need, we have created a Toolkit for Observing Pedestrians Day. It can be found at this URL:

<https://savepunetraffic.org/wp-content/uploads/2024/11/Toolkit-24-to-observe-Ped-Day.pdf>

4.6. SPTM at Pedestrians' Day (2024-Dec)

Applicable SDGs	 8 DECENT WORK AND ECONOMIC GROWTH	 11 SUSTAINABLE CITIES AND COMMUNITIES	 13 CLIMATE ACTION
Estimated number of people impacted	10,000		

This year we set up a stall at the 'Open Street Plaza' PMC sets up on Lakshmi Road to observe the Pedestrians' Day. It had several interesting activities for people to take part in:

- A quiz to test your 'transportation trivia'
- An opinion survey to capture what you think about ZZZ
- A large display of QR codes for the 'पाऊल पुढे? - हात समोर!' videos
- A wheelchair and a white cane to experience what it feels to walk on our roads if you are differently able

About 150 visitors attempted the quiz. Virtually nobody answered the first question correctly – it was anyway designed to be a trick question! Only 12 people answered other questions correctly, and they were awarded a cash prize of Rs 250/-. What is more important is, about 50 people showed interest in volunteering for SPTM's activities! We have formed a WhatsApp group of these people and are in touch with them.

SPTM also requested PMC schools to have the students draw what they mean by pedestrians' safety and convenience. The children sent us ~1800 drawings! The Maharashtra Education Society's Senior College offered to put them on hard boards and the boards beautifully

embellished Lakshmi Road! These displays were also accented by beautiful calligraphy by our well-wishers Aditi and Srishti.

Photographs from Pedestrians' Day, 11th December 2025



Banner and 'पाऊल पुढे? - हात समोर!'



SPTM stall was a crowd favourite!



Rajendra Sidhaye, SPTM's Director, explaining the quiz



The quiz attracted a large number of visitors



Harshad Abhyankar and Pooja Tanna interacting at the opinion survey



School students voiced their opinions



The survey captures people's views pictorially

Impromptu interactions with seniors



Drawings by PMC schools' students

Drawings beautifully lacing the railings



Calligraphy by Aditi



Calligraphy by Srishti



Experiencing how people with special abilities walk!

SPTM Team

(L-R): Pooja Tanna, Harshad Abhyankar, Rajendra Sidhaye, Makarand Mhaiskar, Atul Wavdhane

4.7. Pedestrians' Day videos (2024-Dec)

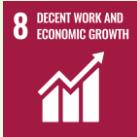
Applicable SDGs	8 DECENT WORK AND ECONOMIC GROWTH 	11 SUSTAINABLE CITIES AND COMMUNITIES 	13 CLIMATE ACTION
Estimated number of people impacted	Entire city		

SPTM team also captured how people look at Lakshmi Road, how cumbersome it has become to walk on this heart of Pune's shopping activity, how people look at the pedestrians' day and why pedestrians must be prioritized on Lakshmi Road. We produced a series of 8 short videos. Here they are:

Sr no	People speak	QR Code
1	Vishwas Vaidya: "If I didn't afford a scooter / rickshaw, I would have to sit home because walking here is impossible."	

Sr no	People speak	QR Code
2	Sharmila Ogale: "There should be a no private vehicle zone in the core city. Only public transport should be allowed."	
3	Mr and Mrs Agwekar: "We face nuisance because of vehicles. Noise, and difficult to cross roads."	
4	Raju Patwekari: What if all vehicles disappear? "People's ailments will get cured and they will get a better life."	
5	Sales Manager: Will people come to your shop if there are no vehicles? "Yes, they will of course buy what they need!"	
6	Staffer Cyclists: "It feels nice to ride a bicycle. It loosens up your body. It is quite enjoyable, actually."	
7	Jewelry seller lady: "There is noise, exhaust, pollution. There is no escape from it."	
8	Jewelry seller guy: "Pedestrians Day is wonderful! Customers are not worried about vehicles."	

4.8. Ped sig complaints (2025-Jan)

Applicable SDGs	  
Estimated number of people impacted	Entire city

Each signalized intersection is supposed to have pedestrian signals in working condition as well as programmed to provide sufficient time for pedestrians to cross roads.

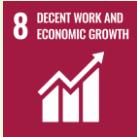
Our periodic surveys have always shown that many signals do not have working pedestrian signals. We decided to use the PMC Care facility to lodge complaints regarding such signals.

Out of the 30 signals we reported, PMC eventually fixed 23 and reported that the other 7 have been switched off at the request of the Traffic Police. Please see the log below.

Log of complaints filed and their status

Complaint no	About	Date	Chowk name	Status: 26-Mar-2025	Comment
WA180258	Pedsig	10-Jan-25	H Rajguru Chk	Closed	Not fully fixed
WA182438	Pedsig	29-Jan-25	Waraje Bridge	Closed	Signal started
WA182439	Pedsig	29-Jan-25	Karve Putala	Closed	Signal started
WA182556	Pedsig	30-Jan-25	Bhusari Colony	Closed	Signal started
WA182557	Pedsig	30-Jan-25	Lohina Jain	Closed	Switched off by tr cops
WA182722	Pedsig	31-Jan-25	Athavale	Closed	Signal started
WA182723	Pedsig	31-Jan-25	Sai Capital SB Rd	Closed	Signal started
WA184178	Pedsig	12-Feb-25	FC College gate	Closed	Signal started
WA184179	Pedsig	12-Feb-25	Tukaram Paduka	Closed	Signal started
WA184406	Pedsig	13-Feb-25	Iijamata Chk	CLOSED	Signal working
WA184399	Pedsig	15-Feb-25	Navshya Maruti, Sinhagad Rd	CLOSED	Signal started
WA185563	Pedsig	24-Feb-25	H Rajguru Chk	Closed	Signal started
WA185808	Pedsig	26-Feb-25	Shanipar Chk	CLOSED	Signal started
WA185809	Pedsig	26-Feb-25	Swargate	CLOSED	Signal started
WA186047	Pedsig	28-Feb-25	Sonya Maruti	CLOSED	Switched off by tr cops
WA186048	Pedsig	28-Feb-25	Nagarkar Talim	CLOSED	Signal started
WA186049	Pedsig	28-Feb-25	Kunte	Closed	Switched off by tr cops
WA186050	Pedsig	28-Feb-25	Umbrya Ganpati	Closed	Switched off by tr cops
WA186323	Pedsig	03-Mar-25	Nana Peth	Closed	Signal started
WA186324	Pedsig	03-Mar-25	FVQ9+VVQ, Jawaharlal Nehru Rd	CLOSED	Signal started
WA186676	Pedsig	06-Mar-25	Sadhu Waswani	Closed	Switched off by tr cops
WA182437	Pedsig	29-Jan-25	Ambedkar Chk, Karve Rd	INPROCESS	
WA184400	Pedsig	15-Feb-25	Aaditya Nakodar Chauk Sinhagad	INPROCESS	(Please see)
WA184875	Pedsig	18-Feb-25	Inamdar Chk	INPROCESS	(Please see)
WA184876	Pedsig	18-Feb-25	Santosh Hall	INPROCESS	(Please see)
WA184877	Pedsig	18-Feb-25	Brahma Hotel	INPROCESS	(Please see)
WA184878	Pedsig	18-Feb-25	Shivani Kashid	INPROCESS	(Please see)
WA186675	Pedsig	06-Mar-25	Ambedkar Chk - nr station	INPROCESS	
WA186677	Pedsig	06-Mar-25	Alankar Theatre	INPROCESS	
WA186678	Pedsig	06-Mar-25	Jahangir Hospital	INPROCESS	
WA186322	Pedsig	03-Mar-25	Bahubali Chk, Timber Mkt	REJECTED	Repetitive complaint

4.9. Using PMC Care to fix issues (2025-Feb)

Applicable SDGs	  
Estimated number of people impacted	10,000

PMC has provided a facility using which residents can easily log complaints about civic issues. It is very simple to use the facility: You simply note the concern in plain text, and send it to PMC Care by WhatsApp, on 96899-00002, along with the location of the issue.

We decided to try out this facility, and our experience is very encouraging. Here are some before- and after- photos of problems fixed by PMC. Needless to say, we focused on pedestrians' issues.

Footpath near Deenanath Mangeshkar Hospital



Dangling electric cable on Range Hill Rd footpath



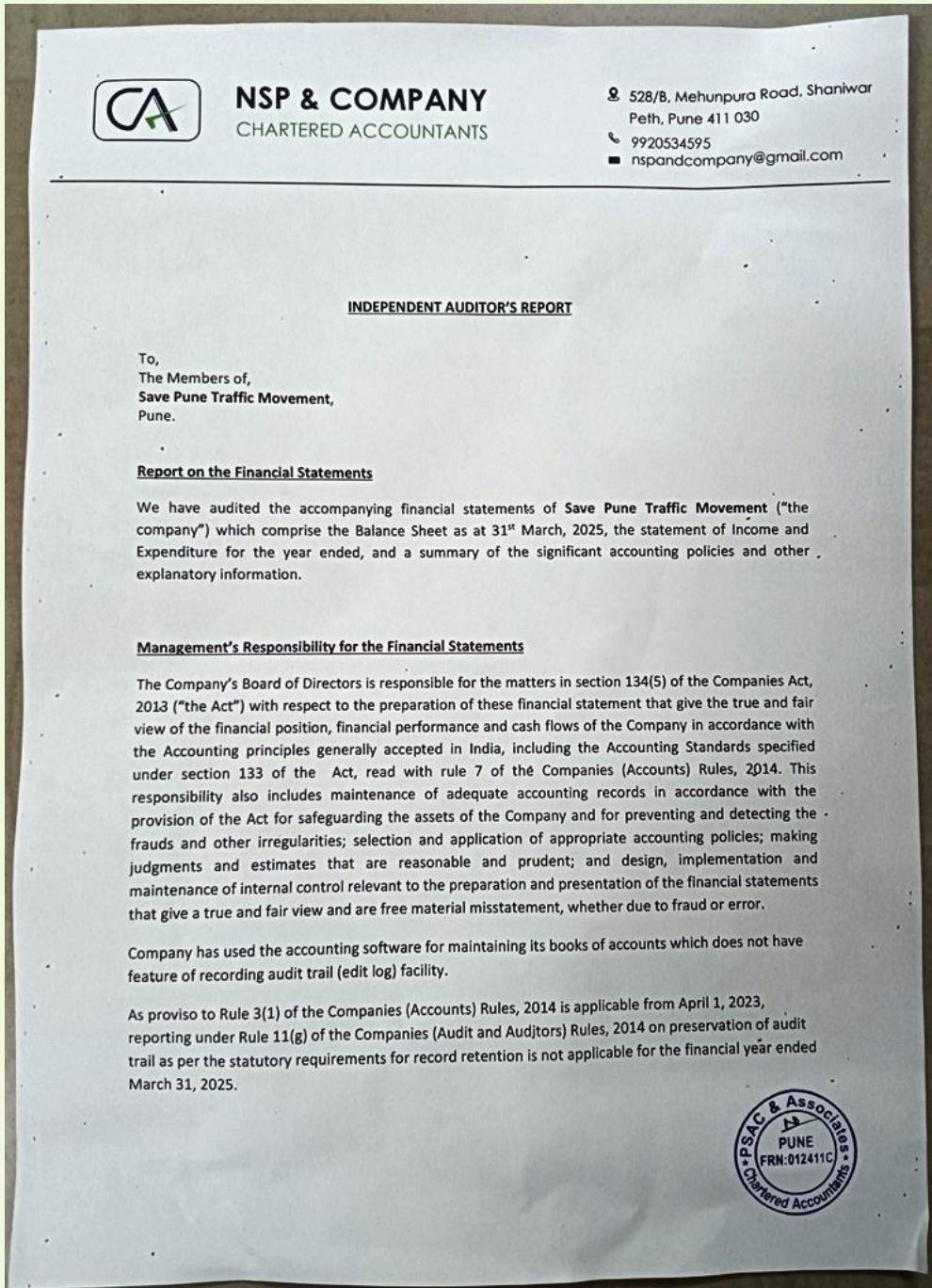
Encouraged by this experience, we are planning to launch a drive to urge people to use this facility to have PMC fix some simple, day to day issues.

5. Donors and grants

In this financial year (2024-25), we received a total of Rs 2,06,934 from 17 donors. All were individual donations. Thus, the average donation is Rs 12,173. There was 1 donor who donated Rs 50,000 or more.

We did not receive any CSR or other institutional grant this year.

6. Auditor's report and Financial statement



Auditor's Responsibility

Our Responsibility is to express an opinion on these financial statements based on our audit. We have taken into account the provisions of the Act, the accounting and auditing standards and matters which are required to be included in the audit report under the provisions of the Act and the rules made there under. We have conducted our audit in accordance with the Standard's on auditing specified under section 143 (10) of the Act. Those Standards require that we comply with the ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatements.

And the audit involves performing procedures to obtain audit evidence about the amounts and the disclosures in the financial statement. The procedure selected depends on auditor's judgment, including the assessment of risks of material misstatements of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers the internal control relevant to the Company's preparation and fair presentation of financial statements in order to design audit procedures that are appropriate in the circumstances. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of the accounting estimates made by the management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide the basis of our audit opinion.

Opinion

In our opinion and to the best of our information and according to explanations given to us, the financial statements give the information required by the Act in the manner so required and give a true and fair view in conformity with the accounting principles generally accepted in India:

- a) In case of Balance Sheet, of the state of affairs of Company as at 31st March, 2025.
- b) In case of Income and Expenditure Statement, of the excess of Income over Expenditure of the company for the year ended on that date.

Report on Other Legal and Regulatory Requirements

1. As provisions by the Companies (Auditor's Report) Order, 2020 ("the order") issued by the Central Government of India in terms of sub – section (11) of section 143 of the Act, we state that provisions of the Companies (Auditor's Report) Order, 2020 ("the order") are not applicable to the Company for the year ended on 31st March, 2025.
2. As required by the section 143(3) of the Act, we report that :
 - a) We have obtained all the information and explanation, which to the best of our knowledge and belief were necessary for the purpose of our audit.
 - b) In our opinion, proper books of accounts as required by the law have been kept by the company in so far as it appears from our examination of such books.



- c) The Balance Sheet, and Income and Expenditure Statement dealt with by this report are in agreement with the books of accounts.
- d) In our opinion, the Balance Sheet, Income and Expenditure dealt with by this report comply with the Accounting Standards specified under section 133 of the Act, read with Rule 7 of the Companies (Accounts) Rules, 2014.
- e) On the basis of our review of the written representations received from directors of the company and taken on the record by the Board of Directors, We report that none of the directors is disqualified as at 31st March, 2025 from being appointed as a director in terms of Section 164(2) of the Act.

Place: Pune
Date: 12/09/2025

For PSAC & Associates

Neha Phadke
Chartered Accountants
CA Neha Phadke
Partner
Membership No: 126243
F. R. N. No: 012411C
UDIN: 25126243BMJFUP5680



Save Pune Traffic Movement
A-8 501 Karishma Karve Road Kothrud Ex Servicemen Colony Pune
, PUNE - 411038, MAHARASHTRA
CIN NUMBER :- U74900PN2010NPL37886
(A Companies Licensed under Section 8 of The Companies Act, 2013)

BALANCE SHEET AS AT 31ST MARCH, 2025

Particulars	Note No.	As at 31st March, 2025	As at 31st March, 2024
I. EQUITY AND LIABILITIES			
(1) Shareholder's Funds			
(a) Share Capital	1		
(b) Reserves and Surplus	2	(18,686)	65,220
(c) Money received against share warrants			
(2) Share Application money pending allotment			
(3) Non-Current Liabilities			
(a) Long-Term Borrowings	3		-
(b) Deferred Tax Liabilities (Net)			-
(c) Other Long Term Liabilities	4		-
(d) Long Term Provisions	5		-
(4) Current Liabilities			
(a) Short-Term Borrowings	6	34,797	34,797
(b) Trade Payables	7		
(c) Other Current Liabilities	8	32,930	7,200
(d) Short-Term Provisions	9	12,000	6,114
		Total Equity & Liabilities	61,041
			1,13,330
II. ASSETS			
(1) Non-Current Assets			
(a) Fixed Assets			
(i) Tangible assets	10		-
(ii) Intangible assets			-
(iii) Capital work in progress			-
(iv) Intangible assets under development			-
(b) Non-current investments	11		-
(c) Deferred tax assets (net)			-
(d) Long term loans and advances	12		-
(e) Other non-current assets	13		-
(2) Current Assets			
(a) Current investments	14		-
(b) Inventories	15		-
(c) Trade receivables	16	61,041	1,13,331
(d) Cash and cash equivalents	17		-
(e) Short-term loans and advances	18		-
		Total Assets	61,041
			1,13,331
NOTES FORMING PART OF FINANCIAL STATEMENTS	19		
<i>Schedules referred to above and notes attached thereto form an integral part of Balance Sheet</i>			
<i>This is the Balance Sheet referred to in our Report of even date.</i>			

As per our report of even date attached.

For PSAC & Associates
 Partner
 Membership No: 126243
 FRN No: 012411C



For and on behalf of the Board of Directors
 Director
 DIN: 03065872

Director
 DIN: 03021195



Save Pune Traffic Movement A-8 501 Karishma Karve Road Kothrud Ex Servicemen Colony Pune , PUNE - 411038, MAHARASHTRA CIN NUMBER :- U74900PN2010NPL37886 (A Companies Licensed under Section 8 of The Companies Act, 2013)				
INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED ON 31ST MARCH, 2025				
Sr. No	Particulars	Note No.	For the year ended 31.03.2025	For the year ended 31.03.2024
I	Revenue From Operations	20	1,97,500	1,68,502
II	Other Income	21	-	-
III			Total Income (I + II)	1,97,500
IV	<u>Expenses:</u>			
	Cost of materials consumed	22	-	-
	Purchase of Stock-in-Trade	23	-	-
	Changes in inventories of finished goods, work-in-progress and Stock-in-Trade	24	-	-
	Employee Benefit Expenses	25	-	-
	Financial Costs	26	-	-
	Depreciation and Amortization Expenses	10	-	-
	Other Expenses	27	2,97,220	3,62,843
			Total Expenses (IV)	2,97,220
V	Profit before exceptional and extraordinary items and tax (III - IV)		(99,720)	(1,94,340)
VI	Exceptional Items		-	-
VII	Profit/(Loss) before extraordinary items and tax (V-VI)		(99,720)	(1,94,340)
VIII	Extraordinary Items		-	-
IX	Profit before tax (VII-VIII)		(99,720)	(1,94,340)
X	<u>Tax expense:</u>			
	(1) Current tax		-	-
	(2) Deferred tax		-	-
XI	Profit/(Loss) for the period from continuing operations	(IX-X)	(99,720)	(1,94,340)
XII	Profit/(Loss) from discontinuing operations		-	-
XIII	Tax Expense of discontinuing operations		-	-
XIV	Profit/(Loss) from discontinuing operations (XII-XIII)		-	-
XV	Profit/(Loss) for the period (XI + XIV)		(99,720)	(1,94,340)
XVI				

*Schedules referred to above and notes attached there to form an integral part of Profit & Loss Statement
This is the Profit & Loss Statement referred to in our Report of even date.*

As per our report of even date attached.



NEHA PHADKE For PSAC & Associates Partner Membership No: 126243 FRN No: 012411C UDIN: 25126243BMJFUP5680 Pune Date: 12/09/2025 NEHA PHADKE	For and on behalf of the Board of Directors Director DIN: 03065872  Pune Date: 12/09/2025 HARSHAD ABHYANKAR	Director DIN: 03021195  Pune Date: 12/09/2025 RAJENDRA SIDHAYE
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