

Toll Audit Report of Supreme Vasai Bhiwandi Tollways Pvt. Ltd.

(Jan-19 to Dec-20)

Conducted on Behalf of:

Cental Bank of Indis

Conducted by:



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10th July, 2021

To,
Asst. General Manager
Central Bank of India,
Corporate Finance Branch,
1st Floor, MMO Bldg.,
Fort, Mumbai -400 023

Respected Sir,

As per request and directions of Central Bank of India ("client"), Pipara & Co LLP has performed Toll Audit of M/s Supreme Vasai Bhiwandi Tollways Pvt. Ltd.

This document has been prepared by Pipara & Co LLP based on the analysis of various records like bank statements of the accounts, sample transaction documents. The engagement was performed substantially during the period starting from January 2019 to December 2020 and our scope/ procedures were limited to those described in as per your letter dated 17th December 2020 i.e. Analysis of company's transactions from 01.01.2019 to 31.12.2020

This document is intended solely for the information and use of the Client and is not intended to be and should not be used by anyone other than these specified parties or as agreed upon in the engagement letter dated 17th December 2020. Pipara & Co LLP therefore assumes no responsibility to any user of the document other than the Client. Any other persons who choose to rely on our document do so entirely at their own risk.

Please take note that we have followed up on the management for non-receipt of data and seeking the pending details, however, till date certain information/documents has not been shared by the management and the same forms part of our limitations. Thus, due to delay in receipt of the data and time consuming process of multiple follow-ups with the management, the report is being delayed.

We would like to take this opportunity to thank you and your team for the co-operation and assistance received by us in the execution of this assignment.

Please take note that we have not obtained management response on the observations as stated in this report.

Should you have any questions regarding our work product(s), please do not hesitate to contact the undersigned at +91-91676 52112

Yours Faithfully,

For **PIPARA & CO LLP**

Chartered Accountants

(FRN 107929W/W100219)

Bhawik Madrecha

Partner

M. No. 163412

UDIN:

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Audit Report Statistics

Audit Draft Report Date:	10 th July, 2021
Company Details:	Supreme Vasai Bhiwandi Tollways Pvt. Ltd.
CIN:	U45200HR2013PTC048979
Address:	510, 5th Floor, ABW Tower, Iffco Chock MG Road, Gurgaon, Haryana- 122002
Sponsor:	Central Bank of India
Head of Audit:	Bhawik Madrecha, CA , CS
Team Members:	CA Simran Gupta, Bhupendra Jain, Mukund Jha, Siddhesh Shivgan, Aruna Vanniar
Period of Coverage	1 st January, 2019 to 31 st December, 2020

Glossary of Terms

Terms/ Acronym	Description
NHAI	National Highway Authority of India
DER	Day End Report
LCV	Light Commercial Vehicle
HGV	Heavy Goods Vehicle
MGV	Medium Goods Vehicle
System Ticket	Ticket issued using Toll Software
Manual Ticket	Ticket issued manually through Balaji Machine
EOD Report	End of the Day Report generated from Toll Collection Software
TDR Report	Transaction Detailed History Report generated from Toll Collection Software
SVBTPL	Supreme Vasai Bhiwandi Tollways Pvt Ltd
Client/ Appointing Authority	Central Bank of India
Company	Supreme Vasai Bhiwandi Tollways Pvt Ltd
PWD	Public Welfare Department

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DISCLAIMER

- The issues identified and proposed action plans in this report are based on our discussions with the people engaged in the process, review of relevant documents/records and our physical observation of the activities in the process.
- We made specific efforts to verify the accuracy and authenticity of the information gathered only in those cases where it was felt necessary. The work carried out and the analysis thereof is based on the interviews with the personnel and the records provided by them. Consequently, this report may not necessarily comment on all the function / process related matters perceived as important by the client.
- The identification of the issues in the report is mainly based on the review of records, sample verification of documents / transactions and physical observation of the events. As the basis of sample selection is purely based on individual professional judgment in view of the time available, the outcome of the analysis may not be exhaustive and representing all possibilities, though we have taken reasonable care to cover the major eventualities.
- This report is solely for the information of the appointing authority and should not be used, circulated, quoted or otherwise referred to for any other purpose, nor included or referred to in whole or in part in any document without our prior written consent.
- This review is in the nature of a fact-finding engagement and is not a re-audit / audit of the account's balances/financial statements or parts thereof. The procedures performed for this fact-finding review do not constitute an audit conducted in accordance with Indian GAAP or any other national or international auditing or accounting standards. Under no circumstances shall we be liable, for any loss or damage, of whatsoever nature, arising from information being withheld or concealed from us or misrepresented to us by any person/agency to which information requests were made. We are not intending or agreeing to act as an expert witness or provide an expert opinion or expert testimony during the course of any legal proceeding or be deemed as representing or advocating any position on behalf of any party in any legal matter or proceeding.

Reliance and Non-Disclosure:

- The contents of this report are confidential. Neither this report nor any of its contents may be disclosed to any person other than the Lender, WITHOUT OUR EXPRESS WRITTEN

CONSENT. We accept no responsibility or legal liability to any person other than the lenders in relation to the contents of this report even if the same has been disclosed with our consent. Further, this report is limited to the matters expressly set out herein and should not be read as extending by implication to any other matter.

- We accept no responsibility, duty or liability, whether under law, contract, or otherwise, to any person other than the Lender in respect of this report. Further, each person who peruses this report shall keep the contents of this report strictly confidential. The conditions set out in this section shall be deemed to have been accepted by any person who peruses this report. Notwithstanding anything contained in this report, in any event, our maximum liability under this report shall be limited to the amount of our fees received in relation to the preparation of this Report.
- This report may not be relied upon by any other person. We have no responsibility or liability whatsoever in respect of or arising out of, or in connection with, the contents of this report to any person other than the /company and any potential lender. The benefit of this report may not be assigned or transferred.
- This report is based on the completeness and accuracy of information/ documents provided to us by the management of the borrower and the lender.

Scope Limitation:

- All documents provided to us conform to the originals and were accurate and complete;
- Unless otherwise specifically captured in the Report, all documents provided to us were validly authorised and executed so that they are valid and binding on each party thereto;
- Where relevant, there is valid consideration for the documents provided to us;
- Apart from the documents provided to us during our review, there are no other relevant documents or information that would have an impact on the analysis in relation to the financing provided by the Lender to the Company and the security created by the Company in relation to such facilities;
- The documents submitted to us in connection with any particular issue are the only documents relating to such issue;
- No relevant documents or information have been withheld from us;

- There are no trade practices prevalent which are contrary to the express terms of the documents provided to us;
- We have not carried out any technical, tax, environmental, labour, employment and human resources, intellectual property, insurance, accounting, title to property, forensic, operational and commercial matters or accounting due-diligence nor have we commented on any technical, financial, tax, environmental or accounting issues. In particular, we have not expressed any views on technical or commercial matters and whether performances of the terms of the documents are feasible from a technical and commercial prospective.
- Our review is limited to issues that may arise under the laws of India and we do not purport to be experts on any law other than the laws of India.
- We have taken due care for preparation of the report; however, we shall not be responsible, or in any way held liable, in the event of any loss and/or damage suffered by the lenders and/or any potential lenders on account of this Report as a result of any misrepresentation(s) made by the Company to us or concealment of information by it.
- We have assumed the capacity of all-natural persons, genuineness of all signatures, stamps, seals and other markings, the conformity and the authenticity of all documents as original and the conformity of the copies or extracts submitted to us with that of the original documents.
- Our aggregate liability for any claim by the Client or any third party (with whom this report may be shared, pursuant to an appropriate "Release Letter" agreed with us), arising out of or in connection with this Report, or any use thereof, shall in no event exceed the amount of the fees paid to us for undertaking this Forensic Audit exercise on the Borrower and preparation of this Report.

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Background, Objective and Scope

The Supreme Vasai Bhiwandi Tollways Pvt. Ltd. (SVBTPL) was incorporated on 1st May 2013 as a private limited company under the Companies Act, 1956 which is being promoted by Mr. Vikram Bhavanishankar Sharma. The Company is primarily engaged into Building of complete constructions or parts thereof; civil engineering. SVBTPL has been incorporated as a special purpose vehicle company for execution of "Four laning of Chinchoti-Kaman-Anjurphata to Mankoli road (Major SH No. 4) section from km 00.00 to km 26.425 of the existing road in the state of Maharashtra" on BOT basis. The total length of the stretch is 26.425 kms. SIBPL is the majority stakeholder in SVBTPL.

The Central bank of India on behalf of Consortium members bank had approached Pipara & Co LLP to perform Toll Audit pertaining for the Period starting from January 2019 to December 2020.

As per the engagement letter dated 17th December 2020, Pipara & Co LLP was appointed to conduct the Toll Audit of Supreme Vasai Bhiwandi Tollways Pvt. Ltd. The table below provides Scope of the areas of audit as per the engagement letter:

S. No.	Scope areas
1	To review and test controls that exist to verify Toll amount captured at the point of origin is completely and accurately recorded in the books/system of the company and the same deposited in the Escrow account being maintained with us on behalf of the consortium.
2	To review and test controls that exist around cash including the use of security and surveillance, data analytics, monitoring and reporting, and counts /other reconciling activities.
3	To review the IT general controls around supporting systems and Information Technology that impacts the revenue process.
4	To review appropriate monitoring and measurements are in place to review Toll revenue.
5	To do traffic study for analyzing the Toll collection

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Scope and Approach Limitations

The scope of work as per the engagement letter dated 17th December, 2020 is subject to the following limitations:

- The scope, coverage and approach agreed for this engagement were arrived at based on discussions with the Client.
- Our findings are based on the information made available by the Client and reviewed by us and the information/documents (including photocopies/scan copies and emails) furnished to us by the Client.
- The sufficiency of the work steps/procedures was solely the responsibility of the Client.
- Consequently, we make no representation regarding the sufficiency of the work steps/procedures performed either for the purpose for which the review was requested or for any other purpose.
- Details and information provided by the Management is considered to be complete and accurate. It is not possible for Pipara & Co LLP to ensure the completeness and accuracy of information provided.
- Our scope does not require and our work steps were not tailored to identify regulatory / statutory non-compliances. Our observations on statutory regulations, if any, do not purport to be an opinion, expert or otherwise. It merely represents our understanding of the facts and possible interpretations of law. Client is advised to take expert opinion before initiating any action.
- Client shall be fully and solely responsible for applying independent judgment, with respect to the findings to make appropriate decisions in relation to future course of action, if any.
- While Pipara & Co LLP made appropriate efforts to ensure confidentiality and discreteness of the engagement, employees of the Client or others may have come to know about the same. Pipara & Co LLP will not be liable for any loss/damage of whatsoever nature arising due to such disclosure/ knowledge /awareness.
- Under no circumstances shall we be liable, for any loss or damage, of whatsoever nature, arising from information being withheld or concealed from us or misrepresented to us by any person/agency to which information requests were made.
- The data was made available in different formats, including hard copies, Further, selection of data sets was a subjective exercise and it is possible that not all relevant data would have been reviewed.

When assisting the Client in the performance of our activities, we did not:

- Perform ongoing control monitoring activities or other control activities that affect the execution of transactions or ensure that transactions are properly executed and/or accounted for.
- Determine which, if any, of our recommendations should be implemented.
- Act on behalf of management in reporting to the Board of Directors, or Audit Committee.
- Authorize, execute or consummate transactions or otherwise exercised authority on behalf of the Client.
- Prepare source documents on transactions.
- Have custody of assets.
- Approve, or be responsible for, the overall Project work plan, including the ultimate assessment of audit risk, determination of scope, project priorities and frequency of performance of audit procedures.
- Act in any capacity equivalent to a member of management or an employee.

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Limitation On Scope During The Course Of Audit:

Till the date of this report, the company has not provided with the following crucial data of the review period

- Access to Toll Collection Software for the audit period starting from Jan-19 to 23rd Dec-20
- Any of the extracted data from Toll Collection Software for the audit period from Jan-19 to 23rd Dec-20 except EOD Report (from Apr-19 to Aug-19) and TDR Report (from Jan-19 to Mar-20)
- Supporting documents of various cash expense vouchers asked on the sample basis (including petty cash expense) for the period from January, 2019 to December, 2020 as further clarified in the specific observations. Further, the list of the same has been enclosed with report in Annexure 3 with remarks.
- Access of CCTV footage recorded at Toll Plaza
- Reconciliation of Cash Collection of Toll Plaza and Cash Deposited to Bank Account on a daily basis for the whole audit period
- Access to accounting software for the complete audit period

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Understanding the Auditee's Environment

The Toll Plaza of M/s Supreme Vasai Bhiwandi Tollways Pvt. Ltd. locates near Malodi village in Thane district on the SH No. 4 between Chinchoti-Kaman-Anjurphata to Mankoli. The Toll Plaza have Six openings in which Three opening used for incoming and remaining Three for outgoing of vehicles in which Lane No. 1 & Lane No. 6 are free lane. Toll Plaza works regularly round the clock in three shift. It is being observed that the Toll Plaza working smoothly and the concessionaire getting Toll charges as per the specified and approved notified rates by PWD Officers as per the contract agreement (further updated by notification). Refer Table below.

S. No.	Particulars of Motor Vehicle	Rate from Jan-19 to Mar-19			Rate from Apr-19 to Dec-20		
		Single Trip	Return Trip	Daily Trip	Single Trip	Return Trip	Daily Trip
1	Motor Cycle, Scooter or any other two-wheeler vehicles	Nil	Nil	Nil	Nil	Nil	Nil
2	Light Motor Vehicles as defined in the Motor Vehicles Act, 1988 (59 of 1988)-						
	(a) Six-seater Auto rickshaw (Tum-Tum), Motor Car, Jeep (having carriage capacity up to 12 passengers excluding driver) such as Tata sumo, Trax, commander, etc.	35*	53*	88*	45*	68*	113*
	(b) Mini bus and alike vehicles (having carriage capacity of 20 passengers excluding driver) and the vehicles not included in entries in serial numbers 3 and 4 below.	55	83	138	65	98	163
3	Trucks and busses.	105	158	263	125	188	313
4	Heavy good vehicles as defined in the motor vehicle act, 1988(59 of 1988) except those mentioned at entries at serial numbers 1 to 3 above.	180	270	450	215	323	538

Note: *These vehicles have been exempted from toll payment. For exempting such vehicles, the Govt. of Maharashtra pays a lump-sum amount as re-imbusement to the company.

** For notification of Rate Chart as issued by PWD, Govt. of Maharashtra refer Annexure 1.

Further, following types of vehicles are exempted from toll namely:

1. VVIP vehicles carrying president of India, vice-president of India, governor of state, public representative entitled for red lamp on their vehicles.
2. Vehicles carrying sitting members of parliament, Maharashtra legislative assembly and

Maharashtra legislative council

3. State and central government vehicles
4. Police department vehicles
5. Post and telegram department vehicles
6. Ambulances
7. Hearses
8. Fire fighting vehicles
9. Defense Vehicles
10. Following is a list of vehicles as appearing in the below tagged image are also exempted from toll collection. The same is pasted in each toll operator cabin

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आमच्या लढा न्यायासाठी, माणूस म्हणून जगण्यासाठी

श्रमजीवी

वारड, मायाडी, ट्रान्सपोर्ट आणि जनरल कामगार संघटना (रजि.)

कार्यालय : पु. साने गुरुजी प्रशिक्षण संकुल, ठसगांव, डोंगरी, पो. भातणे, बसई, दूरध्वनी - ०२५०-२५००२०६/२५००२१६

रजि. क्र. का.व.आ./टापो/१०७२/२००६

(अध्यक्ष : विद्युलता पंडित)

संस्थापक : मा. आमदार श्री. विवेक पंडित

(सरचिटणीस : पुतळजी कदम)

दिनांक : २१/३/०२५

प्रति, *श्री. अमि. ग.प. ल. भातणे*

सुप्रिम रोड बिल्डर्स घांसी

सोबत नंबर दिलेली वाहने आमच्या संघटनेशी सलग्न आहेत. कृपया हे सर्व स्थानिक मुनिपुत्र असल्याने त्यांचा टोल माफ करण्यात यावा. आपण सहकार्य करावे हीच अपेक्षा.

MH. 48 G 1727	MH. 04 FJ 5219	MH. 48 T 4164
MH. 48 T 1133	MH. 04 FJ 974	MH. 48 T 4221
MH. 04 DD 1872	MH. 04 FD 5271	MH. 04 CU 3017
MH. 04 CU 1345	MH. 04 CU 7509	MH. 04 EL 8035
MH. 04 EY 4357	MH. 04 EY 4226	MH. 04 EL 8634
MH. 04 EY 2682	MH. 48 T 3306	MH. 04 EY 2851
MH. 04 FJ 905	MH. 04 BU 0536	MH. 48 J 303
MH. 48 T 6075	MH. 48 T 2821	MH. 04 EL 7036
MH. 48 J 1845	MH. 48 T 2845	MH. 04 FD 2818
MH. 48 T 870	MH. 48 T 7455	MH. 04 EL 703
MH. 41 G 9624	MH. 04 FD 5519	MH. 48 G 709
MH. 04 DS 4688	MH. 04 DK 7309	MH. 04 EY 2919
MH. 48 J 1181	MH. 48 J 717	MH. 48 T 1015
MH. 48 T 5751	MH. 48 T 4185	MH. 04 EL 9783
MH.04 EY 2438	MH. 04 EY 558	MH. 04 FD 9307
MH.48 G 164	MH. 04 BG 9687	MH. 48 G 1774
MH.48 T 2793	MH. 04 EY 6944	MH. 48 T 32
MH. 48 T 1921	MH. 48 G 1226	MH. 48 G 2607
MH. 48 J 895	MH. 48 T 3280	MH. 04 DK 4933
MH. 48 T 2465	MH. 04 EY 1975	MH. 04 EB 8988
MH. 48 T 6312	MH. 04 GC 2881	MH. 04 EY 8672

कामगार ते नागळे मुनिपुत्र अध्यक्ष, श्री. प्रकाश एम. रंजे.

Executive Summary

S.No.	Scope	Observation
1	To review and test controls that exist to verify Toll amount captured at the point of origin is completely and accurately recorded in the books/system of the company and the same deposited in the Escrow account being maintained with us on behalf of the consortium.	<p>a) Company has collected the toll collection but not deposited to Escrow Account amounts to Rs. 14,89,00,3134 during the period from 1st January, 2019 to 31st December, 2020. Further no document/minutes of meeting were provided to us that the same is approved by the bank. Refer Point 2.1 under Chapter 2</p> <p>b) Toll amount collected has not been deposited in escrow account on timely basis. Delay in deposit range between 1-5 Days. Refer Point 2.1 under Chapter 2</p> <p>c) On comparison of the Daily EOD Report and the Revenue booked in the accounting system are not in line. Refer Point 2.2 under Chapter 2</p>
2	To review and test controls that exist around cash including the use of security and surveillance, data analytics, monitoring and reporting, and counts /other reconciling activities.	<p>a) We noted that on daily basis there is short / excess toll collection from the toll collector and no controls are implemented to save short collection. Refer Point 2.3 under Chapter 2.</p> <p>b) On analysis and verification of the expenditure booked by the company on sample basis, following points were noted</p> <p>a. The company has booked expenses with its holding company against which appropriate Tax Invoice were not made available.</p> <p>b. Further, the company has booked expenses against invoices were in the name of M/s Supreme Infrastructure Limited and M/s Supreme Agency, however, the same was paid by M/s SVBTPL.</p> <p>c. With respect to various expenditures, the company did not have adequate supporting invoices/agreements to justify the genuineness of the expenditure.</p> <p>For further details, refer Chapter 3</p> <p>c) On physical visit of the toll plaza, it was noted that the CCTV was not working, the vehicles were escaping without payment of toll ticket on account of Auto Pole being damaged and not functional, no security guard</p>

		<p>was noted in the Office Premises and the room in which the cash was kept and the basic infrastructure of the toll was damaged. Refer Chapter 4</p> <p>d) It was noted that the System id of Technical Engineer was used by the Validator to validate the cash collected by the TC. The same was against the ideal operational policy of the Toll Plaza. Further, the technical engineer should not have the access to the System.</p> <p>e) Further, the same type of situation was in Toll Collection Booth where the log-in credential of one TC is used by another TC to issue to tickets and collect cash.</p> <p>f) Further, it was noted that all the users of the System have the same password. Thus, it is easy for a person to commit any misappropriation in the name of any other person by using his/her id.</p>
3	To review the IT general controls around supporting systems and Information Technology that impacts the revenue process.	<p>a) Weak passwords are used for accessing the system</p> <p>b) To login the system the Admin's username and password are same.</p> <p>c) No IT Policy & Procedure documents maintained</p> <p>d) CCTV not working on the day of visit and no backup is maintained by the company.</p>
4	To review appropriate monitoring and measurements are in place to review Toll revenue.	We found variations in the daily toll collection and the reason is due to low traffic flow at time of weekends and other reason of toll repair etc.
5	To do traffic study for analyzing the Toll collection	On our visit to the toll on 30 th December 2020 we noted that majorly the traffic was of local vehicles we found that the traffic of MGV & HGV is decent.
6	Other Observations	<p>a) Vehicles that passed from the other side of the lane without paying any toll charges</p> <p>b) Poor Infrastructure</p>

Detail Observations

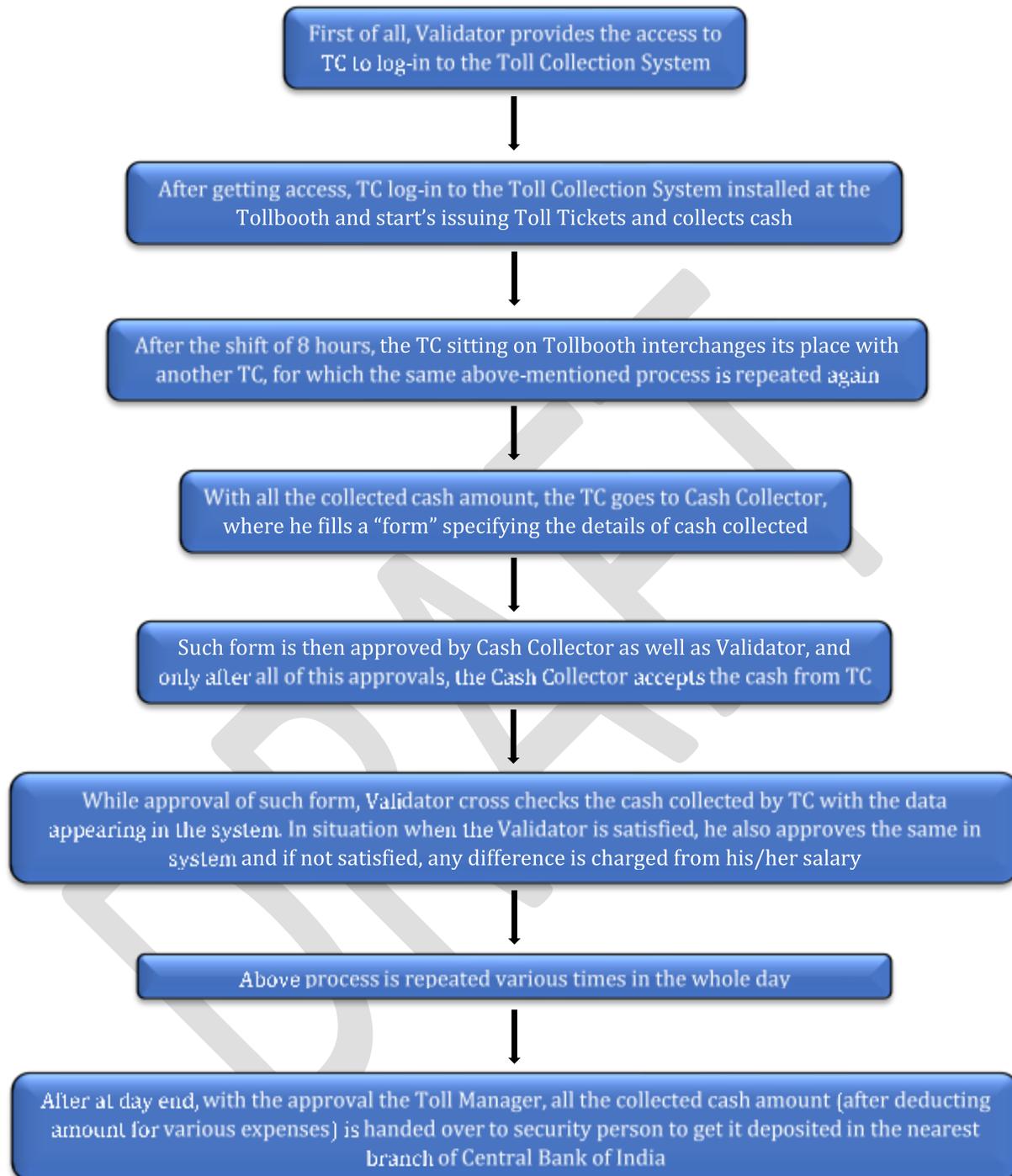
Chapter 1 - Background on Operation Process

During the audit, we have not been provided for any **Operational SOP's** of the company. Thus, based on our verbal discussion with the various toll operating personnel's, we have noted the undermentioned Operational process from Toll Collection to Toll Deposit followed at Malodi Toll Plaza.

The Toll Plaza have six openings in which three opening are used for incoming and remaining three for outgoing of vehicles in which Lane No. 1 & Lane No. 6 are free lane. The collection on toll operated in three shifts. Process of Toll Collection is elaborated in under mentioned flow chart;

Name of Designation	Description
TC	He issues the toll tickets and collects the cash
Validator	He overviews the work done by TC and if satisfied, validates the same in the Toll Collection Software
Cash Collector	He collects the cash and updates the Toll Collection System about such collection
Manager	He is responsible for the smooth functioning of the specifically assigned Toll
Toll Head	He is responsible for the smooth functioning of all the Tolls operated by the Company

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Note: *Additionally, in the case of heavy traffic & power failure, the collection is done by issuing tickets from portable machine i.e. Balaji machine. The data of tickets issued using Balaji machine is manually punched in the system based on a *Day End* receipt generated from such machine.

Chapter 2 – Overview on Cash Collection

1.1 Cash Collection v/s Cash Late Deposit v/s Cash Never Deposited

As per discussion with management, the company use to collect toll cash in 3 shifts, the cash collected in all these shifts is then deposited in the Bank Account maintained with Bhiwandi branch of Central Bank of India.

For verifying the operational accuracy of same process, we have not been provided with the access to Toll Collection System, hence, we would not be able to verify the actual cash collection amount. However, based on several accounting ledgers as available, we had observed the daily cash collection revenue booked by the company where it was noted that in-spite of depositing the complete Toll Cash Collection amount in the Bank Account, the company is in process of deducting an amount on account of reserve for all its daily expenses.

Hence, based on the such accounting ledgers, following values of cash collection and deposit were noted during our audit period;

(Amount in Rs.)

Total Cash Collection	Cash Deposited in timely manner	Delay in Deposit of Cash (Delay period of 1 to 5 days were noted)	Balance Cash Not Deposited
27,75,90,060	11,12,98,125	1,73,91,622	14,89,00,313

For details of delay in deposit of cash please refer Annexure 2 forming part of this report.

Based on the understanding from the management, we have noted that the cash collection which were never deposited to bank amounting to Rs. 14,89,00,313 was expenses by the company in its regular operations. The observation on same expenses has been detailed in Chapter 3.

From the above table, it is noted that the percentage of cash not deposited by the Company against the total collection is 53.64%. Thus, the percentage is too high as compared to the amount not deposited by the company during the review period.

In normal course of business, the said funds should have been deposited and have utilized towards business expenditures via direct bank payments or cash withdrawals. However, the same was not followed by the company. Further no document/minutes of meeting were provided to us that the same is approved by the bank.

It is advisable to the bank to seek clarifications from the company w.r.t to non-deposit of such a huge amount. Further, it is advised that the company should deposit the entire cash collection with the bank and thereon incur its expenditures to ensure proper control over the cash collected.

1.2 Collection as per EOD Report v/s Revenue Accounted

During the course of audit, management had provided us the Daily EOD Reports **for some of the days which were available with them**. Such reports were extracted by the management when the Toll Collection System was in working conditions.

From the provided reports on sample basis, we had reconciled the “Daily Cash Collection as per EOD Report v/s Revenue Accounted in BOA” as;

Sr. No.	Date	Revenue Accounted (A)	EOD Report (B)	Diff. (A-B)
1	03-01-19	618,650	618,650	-
2	04-01-19	622,240	622,240	-
3	05-01-19	636,000	636,000	-
4	09-01-19	612,780	612,780	-
5	31-01-19	711,640	711,640	-
6	16-02-19	563,210	563,210	-
7	19-02-19	603,480	603,480	-
8	22-02-19	597,230	597,230	-
9	01-03-19	631,350	457,350	174,000
10	01-04-19	661,710	661,710	-
11	05-04-19	668,500	668,500	-
12	09-04-19	697,880	697,880	-
13	11-04-19	705,610	705,610	-
14	17-04-19	634,250	634,250	-
15	23-04-19	606,430	606,430	-
16	24-04-19	616,610	616,610	-
17	18-05-19	618,690	618,690	-
18	23-05-19	646,120	646,120	-
19	24-05-19	614,360	614,360	-
20	06-05-19	596,470	596,470	-
21	14-06-19	583,140	583,140	-
22	28-06-19	536,680	536,680	-
23	30-06-19	496,820	496,820	-
24	03-07-19	569,070	569,070	-
25	09-07-19	587,630	587,630	-
26	10-07-19	577,940	577,940	-
27	13-07-19	592,380	592,380	-
28	20-07-19	589,100	605,750	(16,650)
29	07-08-19	522,760	522,760	-
30	09-08-19	496,690	496,690	-
31	13-08-19	437,230	437,230	-
32	21-08-19	563,890	563,890	-
Total		19,216,540	19,059,190	157,350

Thus, on comparison of the Daily EOD Report and the Revenue booked, it appears that the same are not in line.

However, based on the above analysis it appears that the company don't have appropriate IT Controls for the collections report. Thus, it is recommended that the company should have proper control on the revenue booked and Revenue reported as per the EOD Report.

1.3 Short/ Excess Collection

Based on the available Accounting data it was observed that during the audit period there is mis-match between the value of Toll Tickets issued and actual amount of cash collected. Such mis-match has been accounted in the form of Short/ Excess Toll collected.

As per management, such miss-match is due to non-availability of amount in change/ exact amount at the point of issuing Toll Ticket. Thus, the company should avoid such kind of instances.

Further, such details were available for only few months, which detailed as;

Month	Short Collection	Excess Collection	Net
Jan-19	17,939	12,217	5,722
Feb-19	12,849	9,194	3,655
Mar-19	11,832	9,499	2,333
Apr-19	12,488	8,549	3,939
May-19	15,169	7,573	7,596
Jun-19	13,006	12,479	527
Jul-19	20,437	13,141	7,296
Aug-19	14,540	11,535	3,005
Sep-19	6,420	4,857	1,563
Aug-20	3,591	3,394	197
Sep-20	2,619	1,880	739
Oct-20	3,346	3,651	(305)
Nov-20	3,775	3,664	111
Total	138,011	101,633	36,378

Chapter 3 - Observation on Cash Expenses incurred by the Company

As explained in Point 2.2 of Chapter 2, the company is in process of deducting a portion of cash as reserve for all the expenses before depositing the actual Cash Collection in the Bank which is against the operational policies of the Cash depositing.

Further, such cash reserve is used by the company for incurring various expenses in relation to its regular operations. Such cash expenditures were covered under the audit on sample basis.

The details of expenditures incurred during the audit period are as;

Particular	Amount
Total Expenditure (except finance cost)	24,29,48,991
Total Expenditure incurred in Cash	14,64,71,938
% of Total Exp.	60.29%
Total Expenditure covered under the audit	11,06,87,110
% of Total Cash Exp.	75.57%

3.1 Verification of Expenses related to Road Maintenance

As per discussion with the management, it was noted that to operate the Malodi Toll, the company is required to regularly maintain the road of "Chinchoti Kaman Arjunphata to Mankoli (of approx. 26 km)".

Based on the Cash Expense ledger received relevant to the audit period, we had noted that the company has done the road maintenance work on its own or on contract basis. Further, it is to be noted that the major expenditure in relation to contract basis road maintenance work was done by its holding company i.e. "Supreme Infrastructure Limited" (hereinafter known as SIL).

The details are as follows;

3.1.1 Maintenance expenditure incurred by the Company on its own

As per Cash Expense Ledger, following is the summary of maintenance expenditure incurred by the company in cash during the audit period;

Particular	Amount
Total expense	10,088,808
Sample covered	3,937,066

**Toll Audit Report of
Supreme Vasai Bhiwandi Tollways Pvt. Ltd.**

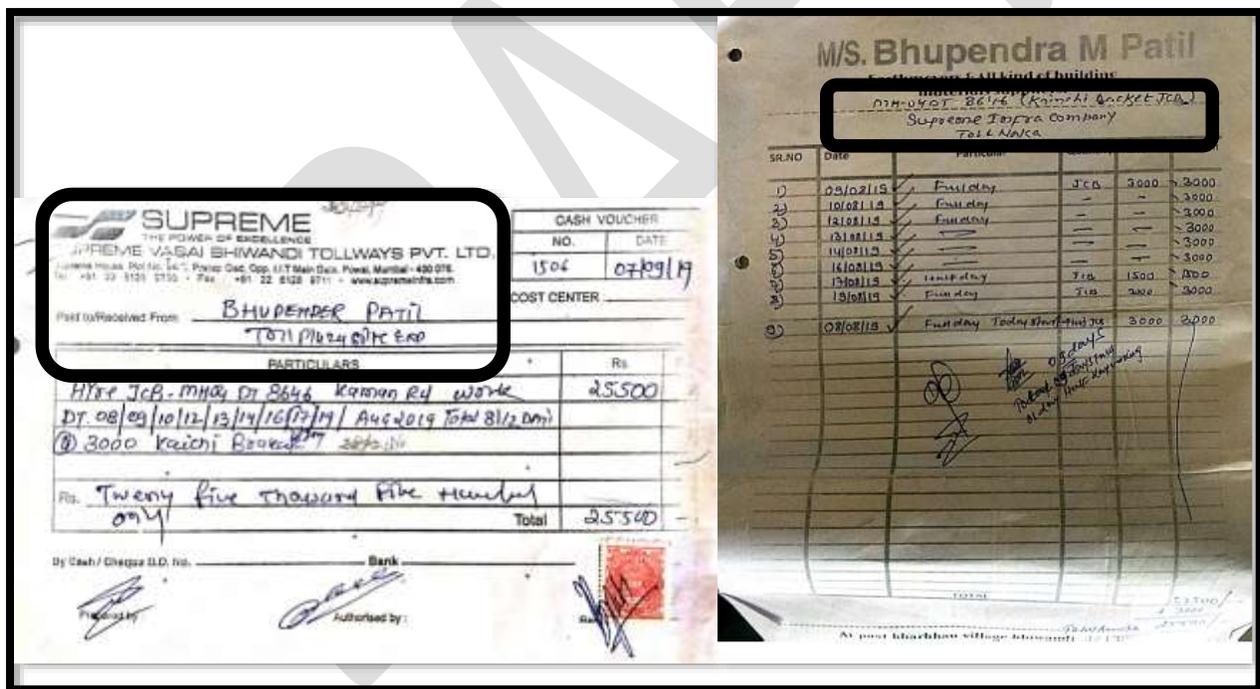
Based on the available data, it was noted that majorly the self-paid road maintenance expenses includes the following expenses like;

- Labour Charges
- Roller Charges
- JCB Charges
- Dumper Charges
- Diesel Expenses
- Khadi material – Brass etc.

Further, on detailed analysis of cash vouchers with their supporting documents (i.e., Invoice and related documents) it was observed that majority of cash voucher doesn't contains any supporting documents. There are merely cash issue receipts with the receiver's signature.

Further, in addition to the above in case of few vouchers, supporting invoices attached were in the same of M/s Supreme Infrastructure Limited and M/s Supreme Agency, however, the same was paid by M/s SVBTPL.

The snaps are as;



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SUPREME VASAI BHIWANDI TOLLWAYS PVT. LTD.
Supreme House, Plot No. 54C, Prasad Road, Opp. LIT Main Gate, Powai, Mumbai - 400 076.
Tel: +91 22 8128 9750 • Fax: +91 22 8128 9711 • www.supremeinfo.com

Part Received From: **BHUPENDER PATIL**
TOL PLAZA BHIWANDI

CASH VOUCHER
NO. **1504** DATE **07/09/19**

COST CENTER

PARTICULARS	Rs
Hire JCB-MH04 DT 06/06 Kaman Rd work	25,500
DT: 08/09/10/12/13/14/16/17/17/AUG 2019 Tol/ 812/011	
① 3000 Raichi Road 20/06/19	
Rs. Twenty five thousand five hundred only	Total 25,500

By Cash / Cheque D.D. No. _____ Bank _____

Authorized by: _____

M/S. Bhupendra M Patil
Contractor
M.M. WOT. Bldg. (Kanchi Jacket JCB)
Supreme Tollway Company
Toll Plaza

SR.NO	Date	Particulars	Quantity	Rate	Amount
1	28/02/19	Friday	JCB	3000	3000
2	10/03/19	Friday	-	-	3000
3	13/03/19	Friday	-	-	3000
4	21/03/19	-	-	-	3000
5	14/03/19	-	-	-	3000
6	14/03/19	-	-	-	3000
7	13/03/19	Monday	JCB	1500	1500
8	13/03/19	Friday	JCB	3000	3000
9	07/02/19	Friday Today Shift-1st JCB		3000	2000

At post Bhamburda Village Bhamburda

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Tel: +91 22 8128 9750 • Fax: +91 22 8128 9711 • www.supremeinfo.com

Part Received From: **MAHESH CRUSHERS BHN 46**
Toll Plaza Bhiwandi

CASH VOUCHER
NO. **3522** DATE **08/02/20**

COST CENTER **DT: 31/01/20**

PARTICULARS	Rs.	P.
40' mm KHADI MATRYA 18 BRASS @ 2500	66600	
C'SAND 06 BRASS @ 3600 Road works 28 to 21/1/20		
USE material Anturfaka-paid through H-portal		
Rate Approved 24/01/20 per sqm		
Rs. Sixty six thousand six hundred only	Total 66,600	

By Cash / Cheque D.D. No. _____ Bank _____

Authorized by: _____

ESTIMATE
MAHESH CRUSHERS

Est No: **460/2019-20** Est Date: **31/01/2020**

Prepared by: **SUPREME AGENCY BHIWANDI**

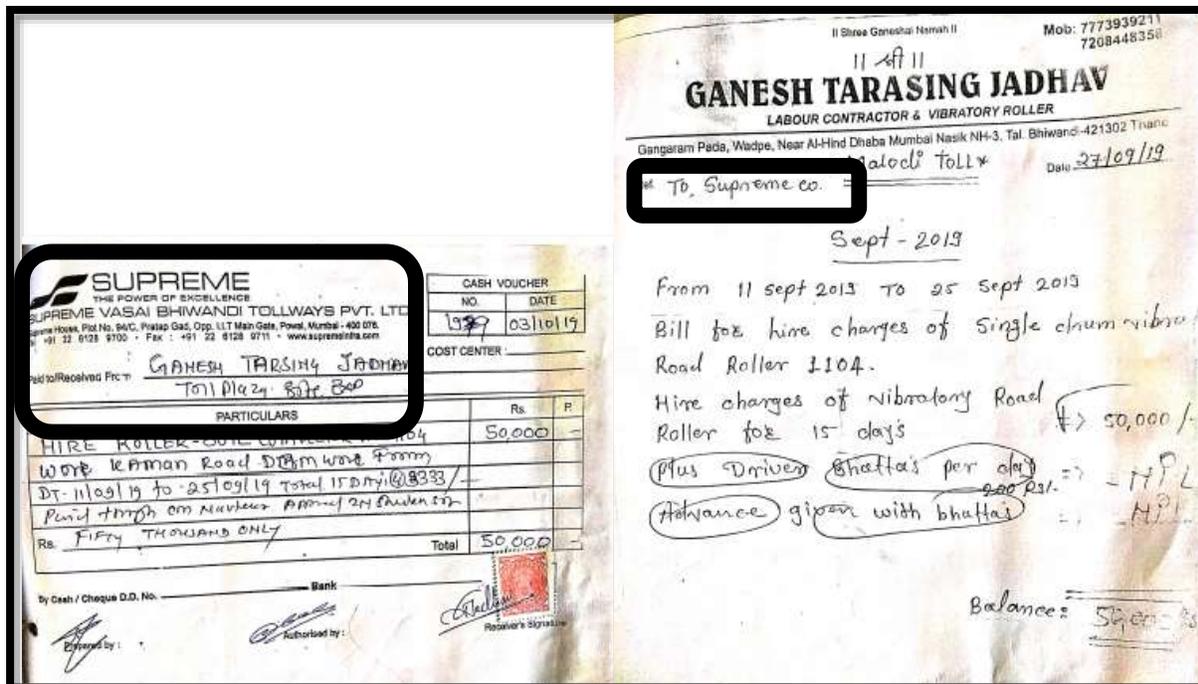
Party Mobile No: **9503386378** Party Mobile No: **9503386378**

DATE	CHNO.	VEHNO.	PARTICULARS	QTY	UNIT	RATE	AMOUNT	
28/01/2020	7133	MH04 J7517	40 MM	3.00	BRASS	2,000.00	6,000.00	
30/01/2020	5305	MH04 J7517	40 MM	6.00	BRASS	2,500.00	15,000.00	
30/01/2020	5302	MH04 J7528	40 MM	6.00	BRASS	2,500.00	15,000.00	
11/01/2020	7481	MH04 J7528	C.SAND	6.00	BRASS	2,600.00	15,600.00	
Grand Total							34.00 BRASS	66,600

Rs. Sixty Six Thousand Six Hundred Only

Declaration
I HEREBY DECLARE THAT THIS BILL BEING THE ACTUAL PRICE OF THE GOODS SUPPLIED AND THAT ALL PARTICULARS ARE TRUE AND CORRECT.

Authorised by: _____



3.1.2 Contract Basis road maintenance expenditure (contract with M/s SIL)

As per Cash Expense Ledger, following is the summary of maintenance expenditure incurred with M/s SIL by the company in cash during the audit period;

Particular	Amount
Total expense	104,312,663
Sample covered	90,392,871

For the above road maintenance contract, we have not been provided for any agreement in written form. Further, against such cash payments we have not been provided for with Tax Invoice issued by SIL.

Further, instead of a Tax Invoice, we have been provided with the running bills wherein summary of work done as issued by SIL in monthly frequency on which GST and other taxes has been charges, of which one describes the value of work done issued by M/s SIL and the other describes the Cash Payment Certificate issued by M/s SVBTPL signed by both the parties.

In the document describing value of work done, following expense heads were mentioned against which cash payments has been made;

- Labour Charges
- Roller Charges

**Toll Audit Report of
Supreme Vasai Bhiwandi Tollways Pvt. Ltd.**

- **JCB Charges**
- **Dumper Charges**
- **Diesel Expenses etc.**

The sample snaps are as;

- Value of Work Done Summary

SUPREME INFRASTRUCTURE INDIAN LTD					
Four Lane Of Chinchoti-Kaman-Anjur phata-Mankholi junction (State Highway No-04) Km 00/000 to 26/425. Taluka Bhiwandi, Dist thane (Under BOT)					
Maintenance Work Bill Month Of April 2019 (01/04/19 to 30/04/19)					
S.N	Description	Unit	Rate	Qty	Amount
1	M-40 Concrete	Cum	6000		0
2	BC	Mt	5000	276.73	1383650
2	Dense Bituminous Macadam	Mt	4440	338.44	1502673.6
3	Emulsion	Kg	42	1330	55860
4	Wet Mix Macadam	Mt	950	0	0
5	Metal 70 mm	Mt	900		0
	Crush Sand	Mt	950	25	23750
7	Granular Sub Base (GSB)	Mt	850	0	0
8	Unskilled Labour	Nos (10Hr/day)	600	185	111000
9	Exavation for BT	Sqm	85	912	77520
10	Providing, Laying, consolidation of crushed stone aggregate on prepared surface as per built up spray grout specification 75 mm thick as base course compacted in 2 layers composit construction of crushed stone aggregates with application of bitumen binder after each layer and lay aggregate on the top of second layer and lay aggregate on the top of second layer and rolling with power roller 8-10 tonne but excluding cost of tack coat.	Sqm	426		0
11	Extra layer above BBM metal	Mt	780		0
12	Dumper (Including Diesel)	Day	5000	18	90000
13	Jcb (Including Diesel)	Hr	850	180	153000
14	Greder (Including Diesel)	Day	15000		0
15	Camper (Excluding Diesel)	Month	30000		0
16	Appolo Sensor Pever	Month	285000	1	285000
17	Tendum Roller (Excluding Diesel)	Day	6000	18	108000
18	Soil Compactor (Including Diesel)	Day	3000	0	0
19	Diesel (Pever, Tendum Roller & Camper)	Liter	74		0
20	Paver Block (80 mm)	Sqm	950	0	0
21	Utility Vehicle	Day	3000	18	54000
Bill Amount					3,844,454
GST 18%					692,002
Total Bill Amount					4,536,455

- Cash Payment Certificate issued by M/s SVBTPL

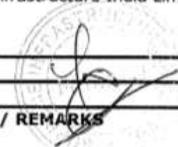
Supreme Vasai Bhiwandi Tollways Private Limited	
INTERIM PAYMENT CERTIFICATE : 05	
FOR PERIOD ENDING : 01-04-2019 to 30-04-2019	
PROJECT NAME :	Four laning of Chinchoti-Kaman Anjurphata to Mankoli Road M.S.H No.4 (Km 0/000 to Km 26/425) in Taluka Bhiwandi District Thane, Maharashtra
CONTRACT NO. :	SUPREME/BOT/VASAI/WO/2018-19/03 dated on 02.07.2018
TYPE OF WORK :	Maintenance and Repairs Works and Provide Machinery, Manpower and Materials as per requirements
EPC-CONTRACTOR :	Supreme Infrastructure India Limited
DATE OF PREPARATION :	TERM OF PAYMENT :
DATE OF RECEIVED :	DUE DATE :
CONTRACT SUM	
	Rs As per Actual
i) V.O. (Addition)	Rs -
ii) V.O. (Omission)	Rs -
NETT ADDITION / OMISSION	Rs -
ACTUAL CONTRACT SUM	Rs As per Actual
(A) Value of work done up to this certificate	Rs 4,536,455
(B) Value of work done up to previous certificate	Rs -
(C) Value of work done during this certificate	Rs 4,536,455
(Less)	
i) Material advance payment during this certificate	Rs -
ii) Income Tax (I.T) @ 2.00% on (C)	Rs 76,889
iii) Previous Payment against this certificate	Rs -
PAYMENT DUE IN THIS CERTIFICATE	Rs 4,459,566
PRICE ADJUSTMENT PAYMENT IN THIS CERTIFICATE	Rs -
RECOMMENDED PAYMENT	Rs 4,459,566
I Mr. Z.N.Shaikh hereby agree for the above recommended payment on behalf of M/s Supreme Vasai Bhiwandi Tollways Pvt. Ltd.	For. Supreme Infrastructure India Limited
	
Approved by Supreme Vasai Bhiwandi Tollways Private Limited	COMMENTS / REMARKS

• Value of Work Done Summary

Four laning of Chinchoti-kaman-Anjur phata – Mankoli Junction Road SH-No 04 (Km 00/000 to 26/425) Taluka Bhiwandi Dist Thane Maharashtra 421302.				
ABSTRACT SHEET				
Qty	ITEM OF WORK	RATE	PER	AMOUNT
		(in Rs.)	UNIT	
1	2	3	4	5
1289.93	Item No.1 Dismantling of flexible pavements and disposal of dismantled materials up to a lead of 1000 meters, stacking serviceable and unserviceable materials separately etc. Complete			
	As Per R.A.	325.00	Per Cumt.	419,226
859.95	Item No.2;-Providing and casting in situ / ready mix PCC M15 grade of trap metal for coping to head walls / parapet including centering, form work, compaction and curing etc, complete. (with reversible drum type mixer/ concrete batch mix plant (pan mixer) with SCADA with Natural / VSI standard Artificial Sand)			
	As Per R.A.	4700.00	Per Cumt.	4,041,765
8599.50	Providing and fixing heavy duty inter locking concrete Gray paving blocks of 80 mm thickness of having a strength of 300 kg/Sq.cm. of approved quality and shape on a bed of crushed sand of 25 to 30 mm thick including skirting joints and cleaning etc. complete.			
	As Per R.A.	860.00	Per Cumt.	7,395,570
1289.93	Item No.4;- Removing any kind of debris including loading transporting and unloading to the certain dumping point etc. complete (lead upto 5.00 Kms).			
596.4			Total	11,856,561
		Say	Rs.	11,856,561
Total Basic Amount				11,856,561
GST 18%				
CGST 9%				1,067,091
SGST 9%				1,067,091
Total Bill Amount Including GST				13,990,743

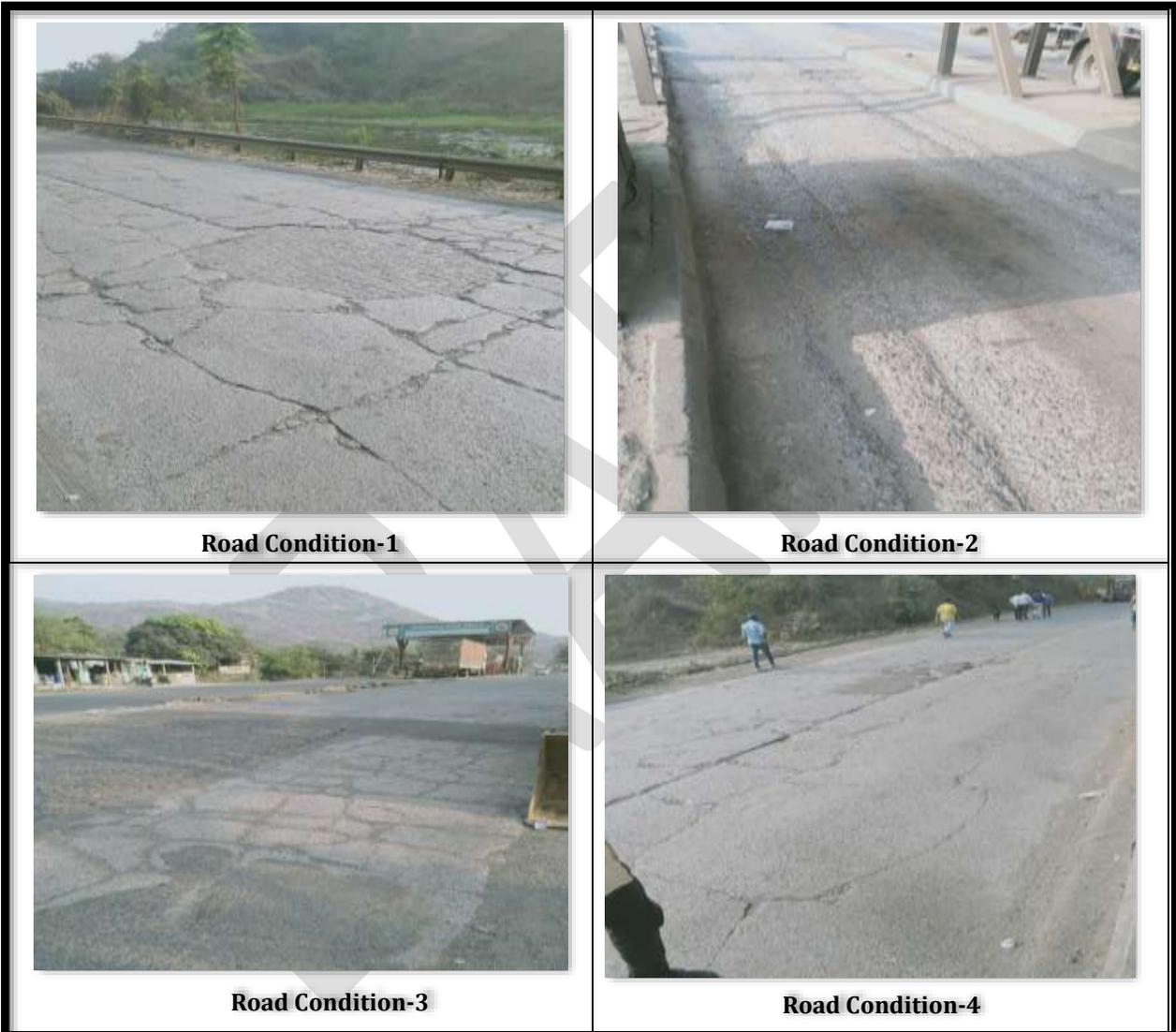



- Cash Payment Certificate issued by M/s SVBTPL

Supreme Vasai Bhiwandi Tollways Private Limited			
INTERIM PAYMENT CERTIFICATE		:	
FOR PERIOD ENDING		: 01-06-2020 to 22-07-2020	
PROJECT NAME	:	Four laning of Chinchoti-Kaman Anjurphata to Mankoli Road M.S.H No.4 (Km 0/000 to Km 26/425) in Taluka Bhiwandi District Thane, Maharashtra	
CONTRACT NO.	:	SUPREME/BOT/VASAI/WO/2019-20/03 dated on 02.06.2020	
TYPE OF WORK	:	Maintenance and Repairs Works and Provide Machinery, Manpower and Materials as per requirements	
EPC-CONTRACTOR	:	Supreme Infrastructure India Limited	
DATE OF PREPARATION	:	TERM OF PAYMENT	:
DATE OF RECEIVED	:	DUE DATE	:
CONTRACT SUM		Rs	As per Actual
i) V.O. (Addition)		Rs	-
ii) V.O. (Omission)		Rs	-
NETT ADDITION / OMISSION		Rs	-
ACTUAL CONTRACT SUM		Rs	As per Actual
(A) Value of work done up to this certificate		Rs	
(B) Value of work done up to previous certificate		Rs	
(C) Value of work done during this certificate		Rs	13,990,743
(Less)			
i) Material advance payment during this certificate		Rs	
ii) Income Tax (I.T) @ 2.00% on (C)		Rs	237,131
iii) Previous Payment against this certificate		Rs	-
PAYMENT DUE IN THIS CERTIFICATE		Rs	13,753,612
PRICE ADJUSTMENT PAYMENT IN THIS CERTIFICATE		Rs	
RECOMMENDED PAYMENT		Rs	13,753,612
I Mr. Z.N.Shaikh hereby agree for the above recommended payment on behalf of M/s Supreme Vasai Bhiwandi Tollways Pvt. Ltd.		For. Supreme Infrastructure India Limited	
			
Approved by Supreme Vasai Bhiwandi Tollways Private Limited		COMMENTS / REMARKS	

Further, in spite of all of this expenditure incurred as per the books of accounts, on our Toll visit, the road condition was found to be bad condition

Some of the snaps capturing the actual condition of the road is as;



3.2 Payments made in the name of Miscellaneous Expenses

As per Cash Expense Ledger, during the audit period the company had incurred following cash expenses towards Miscellaneous Expenses;

Particular	Amount
Total expense	81,32,490
Sample covered	59,91,529

While checking the cash expense vouchers with the supporting documents (i.e., Invoice and related document) it was observed that such expense vouchers neither contains any supporting document nor there is any clear description of material/services availed the toll. Further, majority of such expenses are being paid to the employee of the company only.

For instance, some of the cash payment voucher contains "Business Promotion Expense" as the basis reason for the cash expense. Considering the same it seems that the company is incurring heavy cash expenses without adequate supporting documents for the same.

The snap of one of the cash payment voucher is as;

CASH VOUCHER	
NO.	DATE
452	23/05/2019
COST CENTER :	
Received From: Hitesh Patil to M. Sheikh Sir - BUSINESS PROMOTION EXP.	
PARTICULARS	Rs.
4/1/12 50k on bus compensation	10000/-
Rs. one lac Rupees only	
Total	10000/-
By Cash / Cheque D.D. No. _____	Bank _____
Prepared by: [Signature]	Authorized by: [Signature]
	Receiver's Signature: [Signature]

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PAID TO/RECEIVED FROM: **Hement Patil D Patil**
BUSINESS PROMOTION EXP

3M VOUCHER
NO. 585 DATE 17/06/20
COST CENTER:

PARTICULARS	Rs.	P.
Being amount paid As per instruction of M. Sheikhan sir Agenda B.P. Exp Budgeted May 2020	1,50,000	
ADMITTED BY SHEIKHAN SIR		
Rs. One Lakh Fifty Thousand only		
Total	1,50,000	-

Cash / Cheque D.D. No. _____ Bank _____
 Prepared by: _____ Authorized by: _____
 RO. Mumbai - 400 076

3.3 Payments made for Rent

As per Cash Expense Ledger, during the audit period the company had incurred following cash expenses towards Rent;

Particular	Amount
Total expense	7,34,200
Sample covered	2,87,900

Based on the available Tally Ledgers, following persons were noted to whom the rent is being getting paid;

- Damyanti D Patil
- Patil Krishna
- Meena Rajendra Mhatre
- Suchita Vishal Madhavi

For all the above-mentioned rent payment, we have not been provided for any Rent Agreement or any other supporting document.

Chapter 4 - Observation during visit at Toll Plaza

1.4 Vehicles run away without paying Toll Ticket

During our visit at Toll Plaza, various instances were observed in which vehicles on whom Toll is leviable escaped away without paying Toll Ticket. **Such instances depicts the poor operational controls regularized by the company which directly affects the company's revenue.**

Some of the instances have been captured in the attached snaps are as;



1.5 Security Measures

During the Toll visit on 30th Dec 2020, it was observed that the premises of Toll Plaza lack's several security controls such as;

1.5.1 CCTV not working

On our visit it was noted that the Toll premises was well equipped with CCTV cameras. However, on the day of our visit the complete system was not working at all. Further, the management was also not having the past recordings of all the cameras.

Such CCTV recording are very helpful in making a control over the operations of the Toll Plaza like, identifying the no. vehicles escaped away without paying the Toll Ticket, security over the cash collection, cash movement and cash storage etc.

As the benefits of CCTV's are directly linked with the revenue of toll collection, so, the same should operate effectively.

The snaps are as;



1.5.2 No restriction in accessing Toll Office premises

The company collects, holds and stores the cash collection at Locker maintained at the Toll Plaza Premises only. Such locker is being handled by three specific cash handling personals only. However, for the security of such huge volume of cash, **there is neither security personal appointed at Toll Office premises nor there is any automatic punching machine to access the premises.**

As a result of lack of security controls available, on our visit at Toll Premises, we observed that the door of the cash room was open even when no person was available inside the room and there was no person available to restrict any person to enter in the said room.

As the availability of security guard secures the holding and storage of cash and avoid the risk of theft, so, the company should ensure adequate controls to avoid such instances.



1.6 Damaged Infrastructure

During the Toll visit, various infrastructure equipment's which were essential in operating the Toll Plaza were found in damaged condition. Such equipment's are essential in operating the Toll booth like; Auto Pole is an essential equipment required to stop the vehicles at Toll Plaza. As noted in the above point, without the Auto Pole, the vehicles were escaping without paying the Toll Ticket.

Further, there is no rate chart available there which can regularize the standard amount of Toll Ticket to be paid by specific vehicles

Some of the instances have been captured in the attached snaps are as;



Signals not working



Damaged Auto Pole



Broken Cabin



Missing Rate Chart Board

1.7 No Digital Payment Facility

Currently, the Toll Plaza is not equipped with any digital based payment facility.

Further, as per discussion with the management, it was noted that in the new guidelines issued by Maharashtra Government in relation to Public Welfare Department, the Fast tag (RFID passive tag used for making toll payments directly from the customers linked prepaid or savings/current account) is not mandatory for the state Highways. So, the Toll is not compulsorily required to install the Fast Tag.

However, as per the EOD Reports provided by the management, it was noted that the maximum no. of vehicles using the Toll road on which Toll Ticket is applicable are Bus, MGV and HGV. Such vehicles are those type of vehicles whose frequency is more over the national highways where the Fast tag is mandatory. So, such type of situation expresses that maximum no. of the vehicles using the *Malodi Toll Plaza* are equipped with Fast Tag. So, the installation of Fast tag can be much beneficial for the company.

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Chapter 5 - Observations in relation to General IT Controls

5.1 Loophole in accessing and altering data in Toll Collection System

During the Toll visit on 30th Dec 2020, various loopholes were observed in accessing and altering the data of Toll Collection System such as;

5.1.1 Technical Engineer having access of Validator

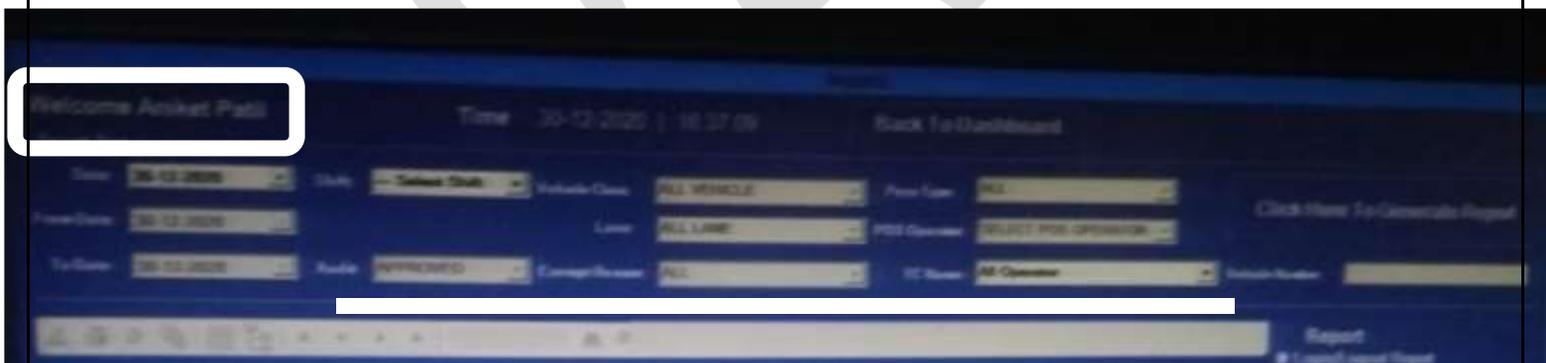
As defined in flow chart in Background para, after the cash collection by TC, such collection is cross checked and approved by *Validator*. After the approval process, approved amount of cash collection is recorded as final amount of cash collected.

Further, on our visit it at Toll Plaza on 30th Dec 2020 it was noted that the Validator was using the system ID of Technical Engineer appointed at Toll Plaza to validate the cash collected by the TC's.

The same was against the ideal operational policy of the Toll Plaza.

Further, during the Validation process the system doesn't show the name of person who had validated the transaction. **So, in case of any mis-match it becomes difficult to identify the responsible person accountable for such mis-match.**

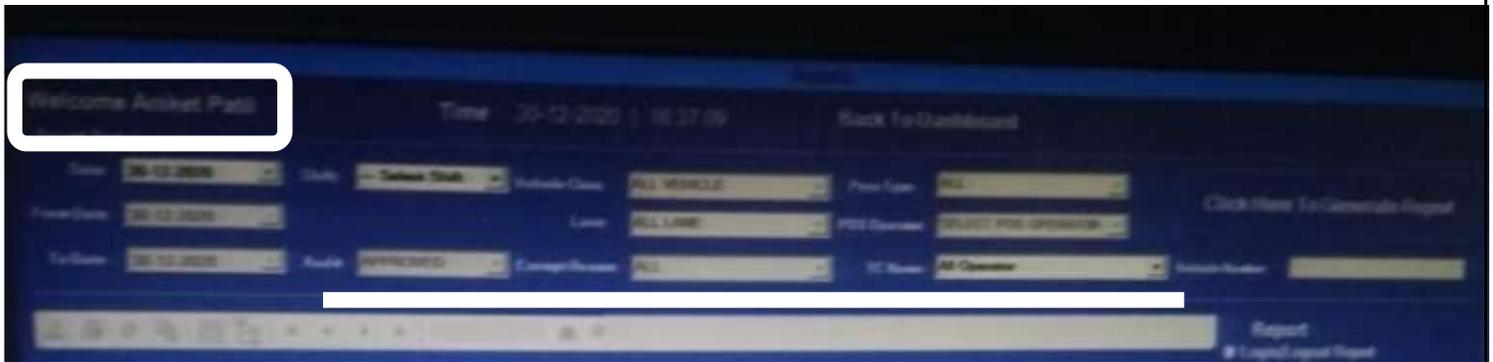
As per this snap it makes clear that after logging in the ID of Technical Engineer (i.e., Mr. Aniket Patil) as mentioned in the upper side of Left Corner, the person is authorized to Validate the transactions.



5.1.2 Login credentials of one person used by another person to access data in Toll Collection System

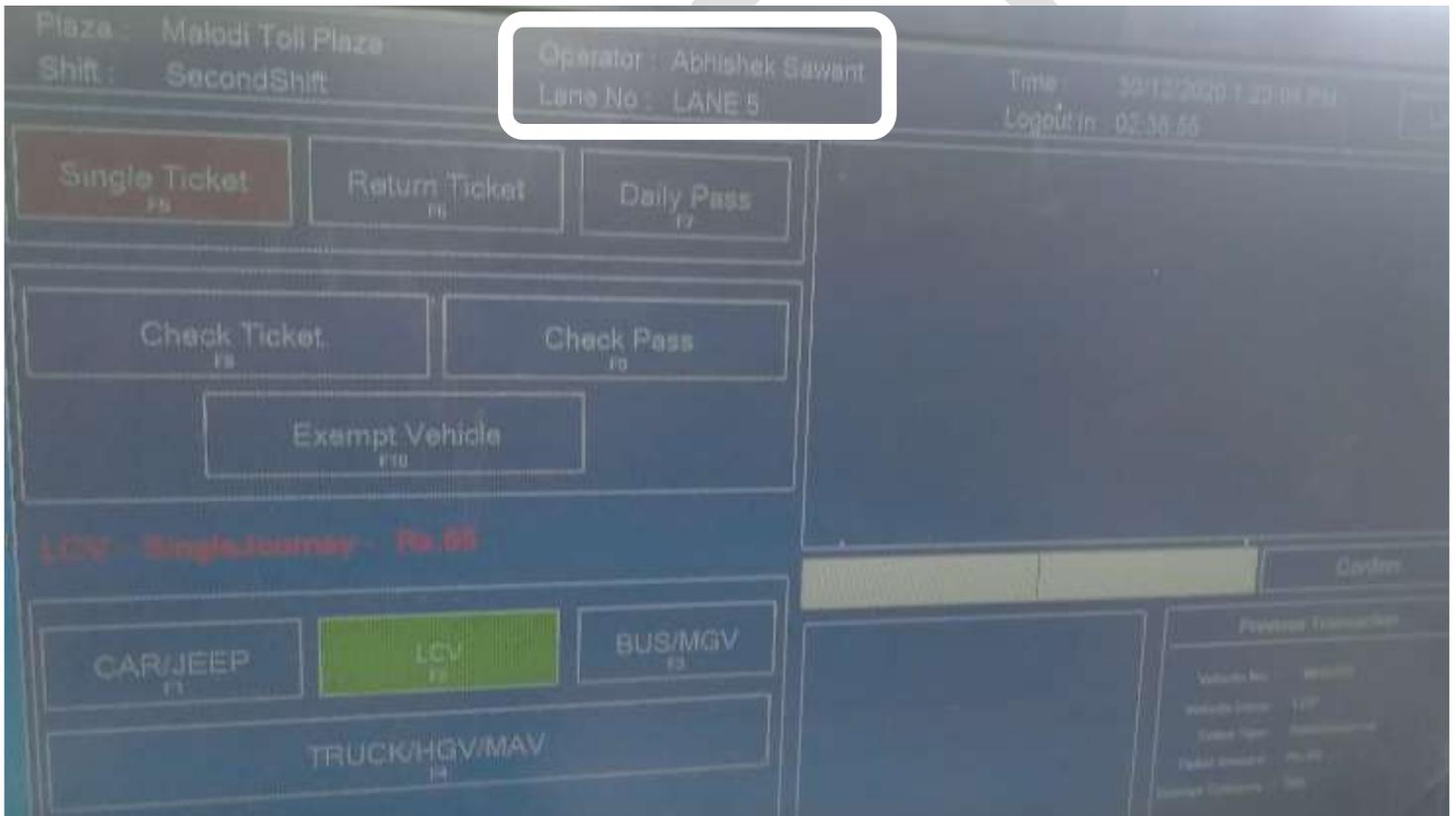
On our visit it was noted the **Log-in credentials of Technical Engineer was used by Validator to validate the cash collected by TC.**

As per attached snap, as marked in the upper side of Left Corner, the ID log-in in the system is of Technical Engineer (i.e., Mr Aniket Patil), however, physically the person validating the transactions was another person (i.e., Mr. Amay Ghole)



Further, the same type of situation was in Toll Collection Booth where the **log-in credential of one TC is used by another TC to issue tickets and collect cash.**

As per attached snap, it makes clear that the log-in credential of one TC (i.e., Mr. Abhishek Sawant) was used by another TC.



5.1.3 Same password of several ID's

On our visit at Toll Plaza, it was observed that a list of ID's of all the TC's are posted inside every Toll Booth. **Further, password of all the ID's are same which gives chance to every TC to access the system by using another's ID.**

As per attached snap, the ID's of all the TC's are as;

Sr. No.	TC Name	Login_ID
1	Abhay Vasave	2215
2	Abhishek Sawant	2219
3	Akash Salam	2210
4	Anil Chavan	2203
5	Anil Vasave	2213
6	Baldev Jadhav	2206
7	Bhalchandra Vasave	2214
8	Dilip Chavan	2211
9	Durgesh Chavan	2201
10	Gajanan Rathod	2209
11	Hanumant Dolare	2208
12	Kiran D Chavan	2200
13	Nayan Galkar	2218
14	Pankaj Kale	2216
15	Pradip Chavan	2205
16	Pramod Mistri	2202
17	Pramod Nanane	2207
18	Rajendra More	2204
19	Ritesh Garud	2212
20	Sachin Bhamre	2217

CONCLUSION AND OVERALL ASSESSMENT

During the course of Toll audit, we have gone through the documents, details & evidences made available to us. The report simply relies upon the information available from the Company. With respect to data that was made available to us, we have highlighted the observations, limitations & findings for each point in the detailed report above. We have conducted our audit in accordance with the scope of work & have identified several Internal Control and IT System anomalies and discrepancies used by the Company which was highlighted above in our Toll audit report.

Without prejudice to above, we draw attention to specific observations which requires your attention:

- i) Company has collected the toll collection but not deposited to Escrow Account amounts to Rs. 14,89,00,3134 during the period from 1st January, 2019 to 31st December, 2020. Further no document/minutes of meeting were provided to us that the same is approved by the bank. Refer Point 2.1 under Chapter 2
- ii) Toll amount collected has not been deposited in escrow account on timely basis. Delay in deposit range between 1-5 Days. Refer Point 2.1 under Chapter 2
- iii) On comparison of the Daily EOD Report and the Revenue booked in the accounting system are not in line. Refer Point 2.2 under Chapter 2
- iv) On analysis and verification of the expenditure booked by the company on sample basis, following points were noted
 - a. The company has booked expenses with its holding company against which appropriate Tax Invoice were not made available.
 - b. Further, the company has booked expenses against invoices were in the name of M/s Supreme Infrastructure Limited and M/s Supreme Agency, however, the same was paid by M/s SVBTPL.
 - c. With respect to various expenditures, the company did not have adequate supporting invoices/agreements to justify the genuineness of the expenditure.

For further details, refer Chapter 3

- v) On physical visit of the toll plaza, it was noted that the CCTV was not working, the vehicles were escaping without payment of toll ticket on account of Auto Pole being damaged and not functional, no security guard was noted in the Office Premises and the room in which the cash was kept and the basic infrastructure of the toll was damaged. Refer Chapter 4

vi) The IT controls to monitor the toll operations are weak. Refer Chapter 5.

For Pipara & Co LLP

Chartered Accountants

Bhawik Madrecha

Partner

Date: 10th July 2021

Place: Mumbai

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