

FORM G
INVITATION FOR EXPRESSION OF INTEREST FOR
M/S. KAMACHI STEELS PRIVATE LIMITED OPERATING IN TRADING OF
IRON & STEEL AT CHENNAI

(Under sub-regulation (1) of regulation 36A of the Insolvency and Bankruptcy Board of India
(Insolvency Resolution Process for Corporate Persons) Regulations, 2016)

SL.	RELEVANT PARTICULARS	
1.	Name of the corporate debtor along with PAN & CIN/ LLP No.	M/s. Kamachi Steels Private Limited PAN: AAACK4450B CIN: U27105TN1995PTC030850
2.	Address of the registered office	664, T.H.Road, Tondiarpet, Chennai -600 081, Tamil Nadu, India.
3.	URL of website	Not Available
4.	Details of place where majority of fixed assets are located	Chennai
5.	Installed capacity of main products/ services	Nil
6.	Quantity and value of main products/ services sold in last financial year	Sale of TMT Bars in F. Y. 2024-25 Quantity: 22503 MTS Sale Value: Rs. 113 Crore
7.	Number of employees/ workmen	Nil
8.	Further details including last available financial statements (with schedules) of two years, lists of creditors are available at URL:	All documents can be obtained by sending email at E-mail id: cirp.kamachisteels@gmail.com and capiyushj@gmail.com
9.	Eligibility for resolution applicants under section 25(2)(h) of the Code is available at URL:	Can be obtained by sending email at E-mail ids: cirp.kamachisteels@gmail.com and capiyushj@gmail.com
10.	Last date for receipt of expression of interest	29 th December 2025
11.	Date of issue of provisional list of prospective resolution applicants	08 th January 2026
12.	Last date for submission of objections to provisional list	13 th January 2026
13.	Date of issue of final list of prospective resolution applicants	23 rd January 2026
14.	Date of issue of information memorandum, evaluation matrix and request for resolution plans to prospective resolution applicants	28 th January 2026
15.	Last date for submission of resolution plans	27 th February 2026
16.	Process email id to submit Expression of Interest	cirp.kamachisteels@gmail.com


Digitally signed by
PIYUSH KISHANLAL JANI
Date: 2025.12.15
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Date: 14/12/2025
Place: Chennai

Piyush Kisanlal Jani
Resolution Professional
For M/s. Kamachi Steels Private Limited
Reg No. IBBI/IPA-001/IP-P01439/2018-2019/12164
AFA Validity Date: 31/12/2026
Address: Om Ashray, New Laxminagar, Behind Mazar
Ring Road, Gondia, Maharashtra, 441614
Email ID: capiyushj@gmail.com



EEZ fish to get ‘Indian Origin’ tag

Lakshadweep: In a major policy push to strengthen India’s Blue Economy and boost seafood exports, the Union government has announced that fishery resources harvested from India’s Exclusive Economic Zone (EEZ) will henceforth be recognised as “Indian Origin”. The move is expected to provide legal clarity for fishing operations, empower Indian fishers and expand access to global markets for high-value species such as tuna.

The announcement was made by Union Minister for Fisheries, Animal Husbandry and Dairying Rajiv Ranjan Singh at the first Investors’ Meet on “Investment Opportunities in Fisheries and Aquaculture Sector of Lakshadweep Islands”, held at Bangaram Island. The meet, organised by the Department of Fisheries in collaboration with the Lakshadweep UT Administration, saw investment proposals of around Rs. 519 crore.

Addressing investors, the Minister said fishing rules for the EEZ have been notified, enabling Indian fishers to operate legally through an authorised access pass. He said fish caught in India’s EEZ would now qualify as Indian Origin under international law, allowing Indian vessels to export tuna and other premium products while complying with global norms. He added that High Seas Fishing Guidelines have opened new opportunities for deep-sea fishing and value-added seafood processing. Ministers of State S.P. Singh Baghel and George Kurian highlighted Lakshadweep’s vast untapped fisheries potential, sustainable pole-and-line tuna fishing practices and emerging opportunities in seaweed farming and ornamental fisheries. Lakshadweep Administrator Praful Patel said steps are being taken to frame the islands’ first fishing policy and assured full support to investors.

The meet brought together 22 key investors and over 200 participants, including officials, agencies and fisher representatives, to chart a roadmap for sustainable fisheries growth in Lakshadweep.

ASEAN-India tourism exchange in Guwahati

Guwahati, Dec 14: Guwahati on December 12 hosted the opening of the ASEAN–India Tourism Professionals Exchange Programme 2025, bringing together tourism professionals from India and the 10 ASEAN member countries to strengthen regional travel linkages and position the North East as a key connector in ASEAN tourism circuits. Organised by the Assam Tourism Development Corporation Ltd under the aegis of the Ministry of External Affairs, the programme is being held from December 12 to 17 across Guwahati, Kaziranga and New Delhi. It focuses on building practical partnerships through business meetings, trade interactions and on-ground exposure to tourism products, with a strong emphasis on community-led and sustainable tourism models. A total of 41 delegates from Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand, Timor Leste and Vietnam are participating, along with representatives from Indian tourism bodies. The Guwahati leg included B2B meetings, experiential activities and a cultural showcase highlighting Assam’s heritage, music, dance and cuisine.

UK-India economic ties enter high growth phase

New Delhi: The economic relationship between the UK and India is experiencing a significant acceleration, with British companies expanding their presence and commitment across the Indian market, according to the latest “Britain Meets India 2025” report by Grant Thornton Bharat and the Confederation of Indian Industry (CII). The findings highlight a surge in UK-owned and controlled entities in India, signalling a robust and renewed confidence in the bilateral partnership and India’s economic trajectory.

The report provides concrete figures underscoring this intensified engagement:

Total Companies: The number of UK-owned or controlled companies operating in India has jumped by 19% year-on-year, reaching 794 in 2025 (up from 667).

Economic Footprint: These firms collectively boast a combined turnover of nearly Rs. 5.7 trillion (Rs. 5,693 billion) and employ a workforce of 552,902 professionals.

High-Growth Firms: A special group of 146 high-performing companies recorded an impressive 49% average revenue growth rate, demonstrating strong

India’s logistics on fast track as cargo revolution begins

-: Trinity Mirror Online Team :-

Indian Railways is signaling a major acceleration in its freight strategy, moving to extend its high-speed cargo network across southern, eastern, and central India. Building on the operational success of the existing Eastern and Western Dedicated Freight Corridors (DFCs), the railway is exploring three massive new lines, collectively estimated to cost around Rs. **1.5 trillion**. This ambitious expansion is poised to transform India’s logistics landscape, aiming to create a continuous, nationwide loop that will significantly enhance the economy’s competitiveness. The Proposed New Arteries

Detailed project reports (DPRs) have been completed for the three new corridors, which will expand the network deeper into key industrial and mineral-rich regions:

East Coast Corridor (ECC): 1,115 km (Kharagpur-Vijayawada)

East-West Corridor (EWC): 1,673 km (Bhusawal-Dankuni)

North-South Sub-Corridor (NSSC): 975 km (Vijayawada-Nagpur-Itarsi)

The East Coast Corridor is reportedly the priority, contributing the highest freight loading for the railways and being crucial for **port evacuation** and the movement of **minerals from Odisha and Chhattisgarh**. Experts suggest the ECC has the “highest rate of return” and is expected to be completed within five to seven years of commencement, with an estimated cost of Rs. 40,000-50,000 crore.

The new DFCs are designed to complement the existing 1,337 km Eastern DFC and 1,506 km Western DFC, which have already delivered measurable improvements:

Speed and Reliability: The current DFCs have boosted average freight speeds significantly from the traditional 25 km/h, making cargo movement more reliable and enabling time-tabled operations. The new lines are designed to allow freight trains to run at **75-100 km/h** and support double-stack container operations and higher axle loads.

Capacity Enhancement: By shifting 30-35% of the Railways’ net tonne-km to these dedicated lines, capacity on passenger routes will be freed up, improving both freight and passenger service punctuality.

Modal Shift: Post-COVID, the rail share in total freight movement has seen a modest rise to 27%, aided by the corridors. The National Rail Plan targets a significant leap to 45% by 2030.

This push comes as India’s freight and lo-

gistics market is projected to expand robustly, growing from an estimated \$350 billion in 2025 to about \$550 billion by 2030. Navigating the Hurdles: Utilisation vs. Expansion

Despite the clear benefits of faster transit times and reduced congestion, a debate persists regarding the optimal investment path.

New corridors are essential to meet the Railways’ ambitious target of 3,000 million tonnes (MT) of freight loading by 2030 and to secure a higher modal share. They are vital for long-distance, high-volume movements, especially minerals and port-bound cargo. They also introduce world-class technology and construction practices.

Some experts cite the underutilization of the existing DFCs (running 300-350 trains daily against a 480 capacity) and argue that low annual freight loading growth (2-3%) doesn’t justify such massive new expenditure. They propose directing investment toward: * High-speed passenger corridors. * Upgrading existing lines to 120 km/h for passenger and 100 km/h for freight to reduce speed differentials and address issues like the lack of seamless inter-modal transfer.

Whether labeled ‘dedicated freight corridors’ or ‘multi-tracking,’ the core objective remains the same: to decouple high-volume, long-haul freight from the congested passenger network.

The expansion into the East Coast and North-South routes is strategically critical. The East Coast Corridor, in particular, will be an enabler for the booming Eastern ports and mineral supply chains. The success of this next phase will ultimately depend not just on laying tracks, but on:

Accelerating utilisation: Maximizing the potential of existing DFCs through better integration and last-mile connectivity.

Addressing bottlenecks: Resolving issues like uncertain delivery times, uncompetitive tariffs, and poor inter-modal transfers that still plague the freight ecosystem.

Adopting holistic approach: Integrating the DFC network seamlessly with ports, roads, and upcoming multimodal logistics parks to truly become the backbone of a competitive, low-cost national logistics system.

The proposed Rs.1.5 trillion investment underscores the government’s commitment to infrastructure as a key pillar of economic growth. If executed strategically, this DFC expansion will be transformative, setting the stage for India to achieve its logistics and economic targets for 2030 and beyond.

Britain meets India 2025 report

momentum in India’s fast-growing sectors.

Investment Hubs: The investment remains geographically concentrated, with Maharashtra and Delhi NCR collectively hosting **67%** of these high-performing firms.

A significant driver of this optimism is the newly concluded India-UK Free Trade Agreement (FTA). According to Grant Thornton Bharat’s leadership, the FTA is poised to usher the partnership into a “pivotal stage,” fostering innovation-led growth and deeper sectoral cooperation in areas like advanced manufacturing, clean energy, and digital commerce.

CII Director General Chandrajit Banerjee stressed that deeper collaboration is vital amidst global economic uncertainty. He believes the FTA will be instrumental in helping both nations build globally competitive hubs in strategic areas, including AI, fintech, aerospace, and biotechnology. Harmonization of regulatory frameworks, particularly in healthcare and digital technologies, is also expected to lower compliance costs and unlock greater participation from MSMEs.

A crucial trend is the prominent role of smaller enterprises. Over 58% of all UK companies in India now qualify as Micro, Small and Medium Enterprises (MSMEs) under the revised 2025 definition. These MSMEs contribute significantly to sectors such as industrial products, energy, business services, and technology.

Concurrently, India is consolidating its status as a

global centre for advanced digital capabilities. Over 90 UK-headquartered companies now operate Global Capability Centres (GCCs) in India, employing over 100,000 professionals. These centres are engaging in high-value functions such as AI development, cybersecurity, and data engineering, underscoring India’s essential role in the global innovation supply chain.

The report indicates that Business Services continues to be the top sector, accounting for 19% of the average growth rate among high-performing companies, followed closely by Industrial Products (18%) and Financial Services (14%).

In terms of market leadership, Vedanta remains the anchor of the UK corporate presence in India, retaining its position as the largest UK-headquartered company in the country by both revenue and employment.

Furthermore, climate finance and sustainability have emerged as major pillars of the partnership. British

East Coast corridor

The proposed East Coast Corridor (ECC) is a strategic railway project planned to function as a dedicated, high-speed coastal logistics spine for Indian Railways. Spanning approximately 1,100 to 1,115 km, the ECC is designed as a broad gauge, electrified, double-line corridor connecting Kharagpur in West Bengal to Vijayawada in Andhra Pradesh, passing through the crucial state of Odisha.

Western dedicated freight route

The Western Dedicated Freight Corridor (WDFC) is a colossal, high-capacity freight artery that forms the backbone of the Mumbai-Delhi industrial and logistics supply chain. Covering a distance of 1,506 km, this fully electrified, double-line corridor connects the major northern hinterland with India’s busiest ports on the Arabian Sea.

The corridor traverses five major states—Uttar Pradesh, Haryana, Rajasthan, Gujarat, and Maharashtra—passing through key industrial and logistics hubs like Rewari, Phulera (near Jaipur), Palanpur, Ahmedabad, and Vadodara.

The corridor is designed for high performance, utilizing Indian broad gauge (1,676 mm) tracks that allow for higher axle loads and the operation of Double-Stack Container (DSC) trains, a feature critical for port-linked export-import traffic.

North-South sub-corridor

The North-South Sub-Corridor (NSSC) is a crucial link in the second phase of India’s Dedicated Freight Corridor (DFC) program, designed to connect the central and southern parts of the country with the burgeoning eastern DFC and the national network. Covering an approximate route length of 975 km, the NSSC is planned as an electrified, double-track freight-only line.

It will connect the southern region to the upcoming East Coast Corridor (ECC) at Vijayawada and, in the long term, could be extended north from Itarsi to link with the operational Western Dedicated Freight Corridor (WDFC) near Dadri, effectively creating a pan-India freight backbone.

International Investment (BII) maintains a substantial climate-focused portfolio in India, supporting renewable energy, mobility, and green infrastructure, aligning British multinational strategies with global ESG norms.

In conclusion, the ‘Britain Meets India 2025’ report confirms a strong and expanding UK presence, marked by a sharp increase in company numbers, significant job creation, and strategic investments driven by the optimism surrounding the bilateral Free Trade Agreement. The partnership is evolving from a traditional trade relationship to one focused on innovation, sustainability, and mutual global competitiveness.

NAME CHANGE	
I, BASKARAN MORKONDAN KUPPUSAMY, S/o. Kuppusamy, Date of Birth: 06/04/1967, Residing at NO.29, 4th Strert, Salaima Nagar, Vyasapadi, Chennai-600039, shall henceforth be known as BASKAR MORKONDAN KUPPUSAMY .	
BASKARAN MORKONDAN KUPPUSAMY	

NAME CHANGE	
I, VARSHA, W/o. Monish Raj, Date of Birth: 14/06/1994, Residing at NO.22, 3rd Floor, A2, Balaji Street, Kodambakkam, Chennai 600024, shall henceforth be known as VARSHA MONISH.	
VARSHA	

CHOLAMANDALAM INVESTMENT AND FINANCE COMPANY LIMITED					
CIN: L65993TN1978PLC007576					
Regd. Office: 'Chola Crest', C54 & C55, Super B-4, Thiru-Vi-Ka Industrial Estate, Guindy, Chennai – 600032. Tel.: 044 40397172, Email: investors@chola.murugappa.com Website: www.cholamandalam.com					
PUBLIC NOTICE – LOSS OF SHARE CERTIFICATE					
is hereby given that the certificate for the under mentioned securities of the Company has been lost/misplaced. Due notice thereof has been given to the respective Companies and we have applied to the Companies for issue of Duplicate Share Certificates. Any person who has a claim in respect of the said securities should lodge such claim with the Company at its Registered Office, within 15 days from this date else the Company will proceed to issue duplicate share certificate(s) without further information.					
Name of Holder/ Address	Face Value	Folio No.	No of Shares	Certificate Nos.	Distinctive Nos
Nagarajan S, residing at No.6, bharathiayar 2nd street, palavanthangal, chennai - 600081,	Equity shares of Rs.2/- each	N002295	500	351927	781399661 to 781400160
Place : Chennai Date : 13 December, 2025					Nagarajan S 9444102672

PUBLIC NOTICE	
Kancheepuram Registration District, Perambakkam Sub Registrar Office, Tiruvallur District, Tiruvallur Taluk, No.133 Kadambadur Panchayat Village, Pillaiyar Kuppam Village, Patta No. 597, as per patta New Survey No.18/3, Plot No. 275 in the name of "STAR CITY" with the total extent of 1466 Sqft vacant land My client K.Devi, W/o. Kalyana Sundaram, on 07.03.2014 , the Sale deed was Registered in the Perambakkam Sub-Registrar. Office as Document No.844/2014 , Book No. 1. On 20.05.2025 , my client was come to take Xerox copies of her the above said original document at a Xerox shop located at a junction near Nazarethpet signal. My client after reached her home and searched her original document in her bag. But the original document alone missed in that. So my client searched for it in several nearby places but could not find it. Finally she realised that her original sale deed was missed. My client's original Sale deed bearing Document No.844/2014 has gone missing and could not be found. Anyone who finds the above said document, may inform the same to the undersigned. Further, if anyone claims right by virtue of the above said document, shall intimate the same to the undersigned within 10 days from the date of publication of this notice or otherwise it shall be construed that there is no claim and proceeded further.	
E.PRABHAKARAN G.RAJAKUMARI Advocates No. 7, Amman Koil Street, Kumananchavadi, Poonamallee, Chennai - 600056 Cell: 90032 34067.	

IN THE HIGH COURT OF JUDICATURE AT MADRAS
(Ordinary Original Civil Jurisdiction)
C.S.No. 290 of 2025

1) Medical Research Foundation
Represented herein by its
President Girish Shiva Rao,
Having Office at Padma Bhushan Dr.S.S.Badrinath Campus
New No.41, Old No.18, College Road
Chennai 600 006.
2) Mr G Ramachandran, Honorary Secretary
S/o Late S. Gopalan
Having Office at Padma Bhushan Dr.S.S.Badrinath Campus
New No.41, Old No.18, College Road
Chennai 600 006.

..... Plaintiffs

The above suit has been filed by the Plaintiffs for a Judgment and Decree, granting permission to sell the 1st Plaintiff's property, situate at Esur Village, Cheyyur Taluk, Chengalpattu District, comprised in:

Sr.No.	Survey Number	Extent	
		Hectare	Area
1.	306/2	0	92.50
2.	318	2	73.36
3.	319	1	61.00
4.	320	3	24.00
5.	321	2	57.50
6.	322	1	24.23
7.	326/1	0	63.00
8.	326/2	2	26.50
9.	326/2	2	42.50
10.	327	1	74.50
11.	328	3	18.50
12.	329	1	13.50
13.	330	2	99.00
In all admeasuring Hec.26 Acres 62.73 (66.79 Acres, covered under Patta bearing No.1499			
14.	307/1	3	17.50
(6 Acres 37 Cents, covered under Patta bearing No.1940)			
15.	314	6	32.82
(16 Acres 63 Cents, covered under Patta bearing No.1941)			

in all admeasuring a total extent of 86.67 Acres or thereabouts.

The said suit came up before the Hon'ble Court on 05.12.2025 on which date, the Hon'ble Court was pleased to order General Public Notice for the hearing on 06.01.2026.

Any person opposing to the said matter being heard, may appear before the Hon'ble Court on 06.01.2026 or on any other date, when the said suit is listed for hearing before the Hon'ble Court and file their objection if any, failing which, the said suit will be heard and disposed.

M/s.K.V.BABU & Ba.NALINI
Advocates
F-101, FIRST FLOOR, "SUBIKSHA TRINITY"
No.14/9, FOURTH STREET
BAKHAVATSALAM NAGAR
ADYAR, CHENNAI 600 020. PH: 24422588/24450830
COUNSEL FOR PLAINTIFFS.

FORM C INVITATION FOR EXPRESSION OF INTEREST FOR M/S. KAMACHI STEELS PRIVATE LIMITED OPERATING IN TRADING OF IRON AND STEEL AT CHENNAI (Under sub-regulation (1) of regulation 36A of the Insolvency and Bankruptcy Board of India (Insolvency Resolution Process for Corporate Persons) Regulations, 2016)	
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Date: 14/12/2025 Place: Chennai	
Plyush Kisanlal Jani Resolution Professional For M/s. Kamachi Steels Private Limited Reg No. IBB/IPA-001/IP-P01439/2018-2019/12164 AFA Validity Date: 31/12/2026 Address: Om Ashray, New Laxminagar, Behind Mazar Ring Road, Gondia, Maharashtra, 441614 Email ID: capiushj@gmail.com	
