

**BUY** (Unchanged)

Change in Numbers

TP: **Bt 4.00** (From Bt4.60)

Upside : 11.7%

24 APRIL 2024

## BTS Rail Mass Transit (BTSGIF TB)

### Still offering a decent yield

Given a slower-than-expected ridership recovery, we cut our earnings estimates for BTSGIF. With our base-year rollover to FY25F resulting in a shorter time to maturity, our TP falls to Bt4/unit. However, we reaffirm our BUY call as its IRR looks decent at 12% if investors were to buy and hold it until maturity.

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#### Cutting our TP to Bt4

BTSGIF's ridership slowly recovered to 82% of the FY20 level in FY24 (BTSGIF's fiscal year ends in March), and we believe this was due to a new normal with some people working from home after the COVID-19 crisis. We thus cut our ridership assumption by 12-13% to 214m trips in FY25F (vs. BTSGIF's targeted ridership of 215m-225m trips) and 218m trips in FY26F, and our earnings forecasts by 6-9%. Also, with its amortizing bond feature where the value is amortized over the Core Green Line's concession life and becomes zero at the concession's end in December 2029, our base-year rollover to FY25F causes our DDM-based 12-month TP to fall to Bt4/unit (from Bt4.6).

#### Still offering a 12% IRR; reaffirming BUY

However, we reaffirm our BUY call on BTSGIF as it still offers a decent IRR of 12%. With our more conservative ridership growth assumptions of 10% y-y in FY25F (or 90% of the FY20 level) and 2% y-y p.a. in FY26-30F (or 92-100% of the FY20 level) and average fare hikes of 2.5% every two years, we estimate its normalized earnings CAGR at 4% p.a. in FY25-30F. With a 100% payout ratio, we project the total capital return to unitholders at Bt5.2/unit in FY25-30F if investors buy BTSGIF and hold it until maturity. This implies a 12% IRR. Even in our worst-case scenario, where we assume its ridership stays at a flat 82% of the FY20 level in FY25-30F, we estimate the total capital return at Bt4.4/unit in FY25-30F and a 6.6% IRR.

#### BTSGIF's more aggressive guidance

BTSGIF and its appraiser, American Appraisal (Thailand) Ltd.'s (AATL) guidance is more aggressive than our forecast. AATL expects a ridership CAGR of 9.1% p.a. in FY25-30F and a fare CAGR of 2.2% p.a. This could imply a normalized earnings CAGR of 11% p.a. in FY24-30F, a capital return to unitholders of Bt6.9/unit, and a 21.4% IRR.

#### No new asset purchases in our model

Even though BTSGIF plans to buy more farebox revenue from BTS Group Holdings Pcl (BTS TB, Bt6.25, BUY), we do not factor any plans into our model as **1)** buying more net farebox revenue from the Core Green Line would require BTS's negotiations with the government to extend its concession to be successful (but we do not expect this to materialize any time soon), **2)** buying net farebox revenue from the Pink and Yellow Lines would also not happen soon as those lines still make losses, and **3)** buying operation & maintenance (O&M) revenue from BTS's Green Line extensions is unlikely as the O&M revenue does not meet the Securities and Exchange Commission's (SEC) criteria for an infrastructure fund.

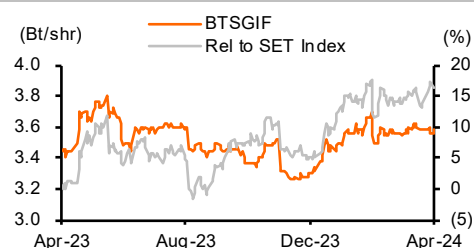
#### COMPANY VALUATION

Y/E Mar (Bt m)	2023A	2024F	2025F	2026F
Sales	3,455	4,702	4,854	4,958
Net profit	3,290	1,300	723	100
Norm profit	3,400	4,640	4,789	4,891
Consensus NP	—	4,193	4,583	4,972
Diff frm cons (%)	—	10.7	4.5	(1.6)
Prev. Norm profit	—	4,526	5,279	5,221
Chg frm prev (%)	—	2.5	(9.3)	(6.3)
Norm EPS (Bt)	0.6	0.8	0.8	0.8
Norm EPS grw (%)	288.5	36.5	3.2	2.1
Norm PE (x)	6.1	4.5	4.3	4.2
EV/EBITDA (x)	6.1	4.5	4.3	4.2
P/NAV (x)	0.5	0.6	0.6	0.7
Cash div yield (%)*	16.4	22.4	23.1	23.6
Effective yield (%)**	0.0	0.0	0.0	0.0
ROE (%)	8.6	12.1	13.9	16.3
Net D/E (%)	(0.1)	(0.1)	(0.1)	(0.1)

Note: \* Dividend from operations and capital reduction

\*\* Dividend from operations

#### PRICE PERFORMANCE



#### COMPANY INFORMATION

Price as of 24-Apr-24 (Bt)	3.58
Market Cap (US\$ m)	559.2
Listed Shares (m shares)	5,788.0
Free Float (%)	64.5
Avg Daily Turnover (US\$ m)	0.4
12M Price H/L (Bt)	3.80/3.26
Sector	Transportation
Major Shareholder	BTS Group Holdings 33.33%

Sources: Bloomberg, Company data, Thanachart estimates

## Cutting our TP to Bt4; still a BUY

**We cut our earnings by 6-9% in FY25-26F as...**

We cut our earnings estimates for Bangkok Rail Mass Transit Growth Infrastructure Fund (BTSGIF) by 9/6% in FY25-26F (BTSGIF's fiscal year ends in March) as:

**...we lower our ridership and...**

**First**, we revise down our ridership assumption by 12-13% to 214m trips in FY25F (vs. BTSGIF's targeted ridership of 215m-225m trips) and 218m trips in FY26F to reflect a slow ridership recovery. Its ridership on the Core Green Line slowly recovered to 82% of the FY20 level in FY24, and we believe this was mainly due to a new normal with some people working from home after the COVID-19 crisis. We now estimate its ridership to reach 90/92/94/96/98/100% of the pre-COVID FY20 level in FY25-30F.

**...operating costs**

**Secondly**, our operating and maintenance cost forecasts, however, look too aggressive, causing us to lower them by 16-17% in FY25-26F.

**Our TP falls to Bt4**

With the rollover of the base year in our model to FY25F, resulting in a shorter time to maturity in December 2029, our DDM-derived 12-month TP falls to Bt4/unit from Bt4.6 previously.

### Ex 1: Key Assumption Changes

FY end (Mar)	FY2021	FY2022	FY2023	FY2024F	FY2025F	FY2026F
<b>Ridership (m trips)</b>						
New	124.9	74.2	163.3	194.3	213.8	218.0
Old				205.8	244.4	248.0
Change (%)				(5.6)	(12.5)	(12.1)
<b>Average fare (Bt/trip)</b>						
New	29.7	32.2	32.9	34.1	34.2	35.1
Old				34.1	34.2	34.4
Change (pp)				—	—	2.0
<b>Operating &amp; maintenance costs (Bt m)</b>						
New	1,607	1,446	1,920	1,918	2,465	2,694
Old				2,389	2,976	3,203
Change (pp)				(19.7)	(17.2)	(15.9)
<b>Normalized profit (Bt bn)</b>						
New	2,037	875	3,400	4,640	4,789	4,891
Old				4,526	5,279	5,221
Change (pp)				2.5	(9.3)	(6.3)

Sources: Company data, Thanachart estimates

## Reaffirming our BUY call

**We believe BTSGIF is undervalued...**

**...as we estimate it to offer a high 12% IRR**

**Even in our worst-case scenario, its IRR is still at 6.6%**

**Based on AATL's assumptions, we estimate a 21.4% IRR**

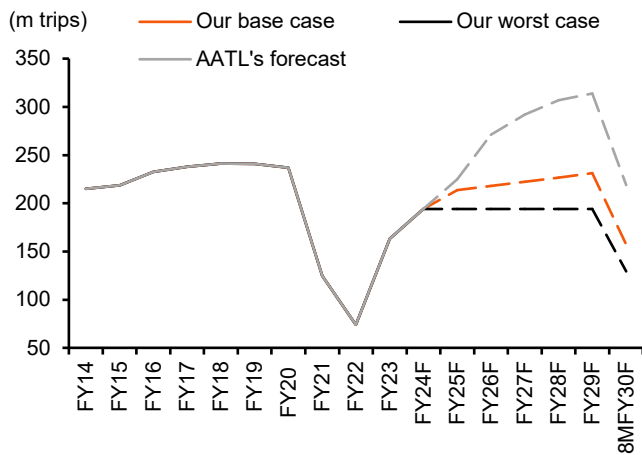
Despite cutting our earnings and its amortizing bond feature, where the value is amortized over the Core Green Line's concession life and becomes zero at the concession's end in December 2029, we reaffirm our BUY rating on BTSGIF as:

**First**, we forecast a high 12% capital return IRR to investors who buy and hold the units until maturity. In other words, investors buying BTSGIF at the current price of Bt3.58/unit and holding it until December 2029 would get a total capital return of Bt5.2/unit.

**Secondly**, even in our worst-case scenario, where we assume its ridership stays at a flat 82% of the FY20 level in FY25-30F, we still forecast a decent 6.6% IRR. This implies a total capital return of Bt4.4/unit.

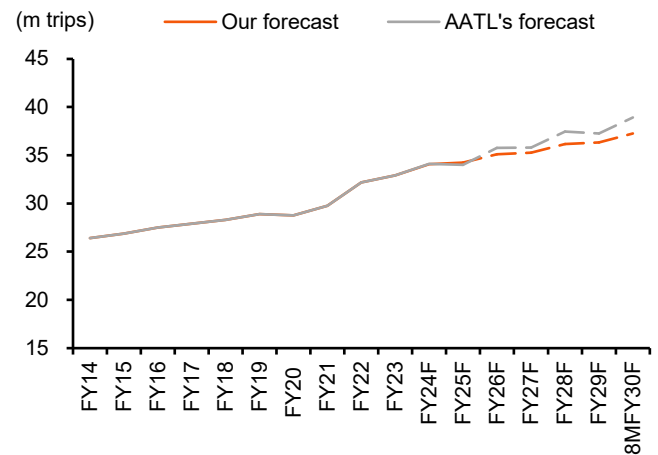
**Thirdly**, based on BTSGIF and its appraiser, American Appraisal (Thailand) Ltd.'s (AATL) guidance for a 9.1% p.a. ridership CAGR in FY25-30F (vs. our forecast of 3.3%) and a 2.2% p.a. fare CAGR (vs. our forecast of 1.5%), we estimate its earnings CAGR at 11% a year in FY25-30F and a total capital return of Bt6.9/unit, which implies an IRR of 21.4%.

**Ex 2: Our Ridership Forecasts Vs. AATL's**



Sources: BTSGIF, AATL, Thanachart estimates

**Ex 3: Our Fare Forecasts Vs. AATL's**



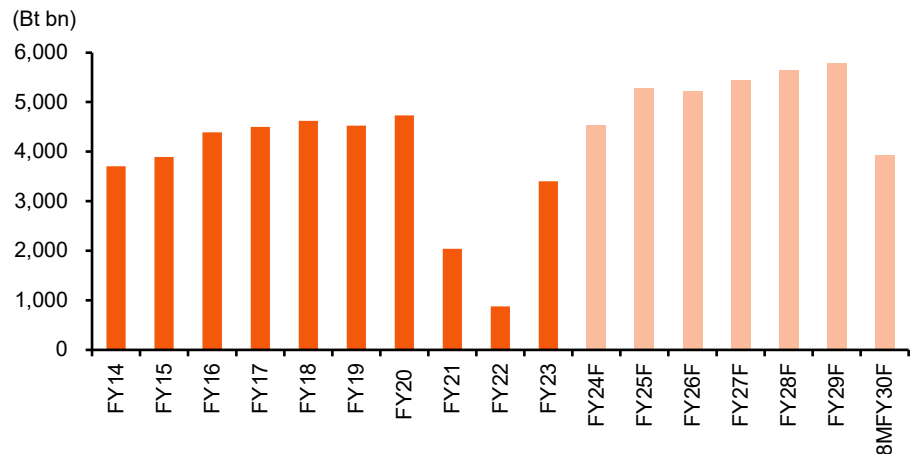
Sources: BTSGIF, AATL, Thanachart estimates

**Ex 4: Our Sensitivity Analysis Of BTSGIF's Ridership And Fare Changes To Its IRR**

	Ridership in FY25-30F as % of the FY20 level	Avg. fare in FY25-30F (Bt/trip)	IRR (%)	Our TP (Bt/unit)
Our base case	90-100	34.2-37.2	11.9	4.0
Our worst case	82	34.2-37.2	6.6	3.4
Our best case	93-139	34.0-38.9	21.4	5.2

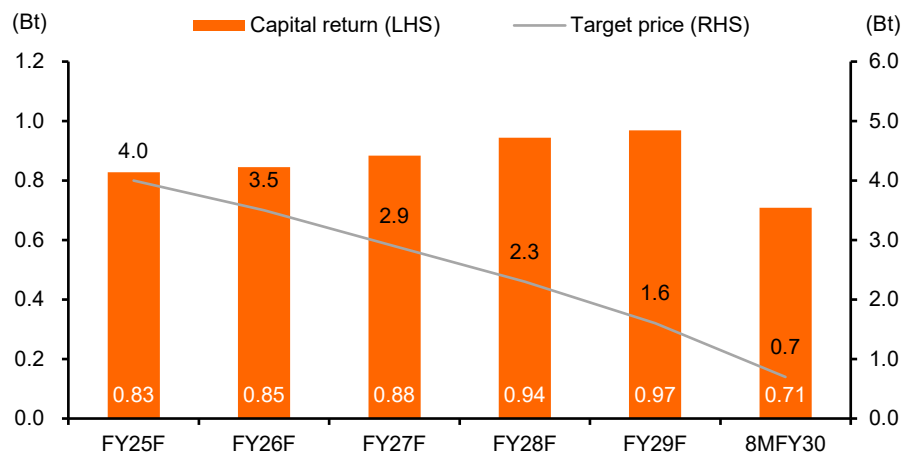
Sources: BTSGIF, AATL, Thanachart estimates

### Ex 5: Our Base-Case Normalized Earnings



Sources: Company data, Thanachart estimates

### Ex 6: Our TP Vs. Capital Return Per Unit



Source: Thanachart estimates

### Ex 7: 12-month DDM-based Valuation Using A Base Year Of FY24F

(Bt m)	FY24F	FY25F	FY26F	FY27F	FY28F	FY29F	FY30F
Dividend payment	4,640	4,789	4,891	5,116	5,462	5,608	4,101
Cost of equity	8.1%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%
<b>PV of dividend</b>		<b>4,776</b>	<b>4,148</b>	<b>3,995</b>	<b>3,927</b>	<b>3,713</b>	<b>2,500</b>
<b>Total PV</b>		<b>23,059</b>					
<b>No. of units (m)</b>		<b>5,788</b>					
<b>Value / unit (Bt)</b>		<b>4.0</b>					

Sources: Company data, Thanachart estimates

## Valuation Comparison

### Ex 8: Valuation Comparison With Regional Peers

Name	BBG Code	Country	EPU growth		— PE —		— P/NAV —		EV/EBITDA		Div yield	
			24F (%)	25F (%)	24F (x)	25F (x)	24F (x)	25F (x)	24F (x)	25F (x)	24F (%)	25F (%)
Link REIT/The	823 HK	Hong Kong	na	4.4	13.2	12.6	0.5	0.5	14.5	14.0	7.6	8.0
Yuexiu Real Estate	405 HK	Hong Kong	na	92.5	20.4	10.6	0.3	0.3	19.7	19.2	10.4	12.2
Fortune Real Estate	778 HK	Hong Kong	na	41.2	14.9	10.6	0.3	0.3	14.4	14.1	9.9	10.5
CapitaLand Integrated	CICT SP	Singapore	(15.2)	7.3	17.9	16.7	0.9	0.9	22.2	21.7	5.6	5.6
Frasers Centrepoint Trust	FCT SP	Singapore	(13.8)	8.4	20.4	18.8	0.9	0.9	25.1	24.1	5.5	5.5
Suntec Real Estate	SUN SP	Singapore	(5.5)	5.4	19.6	18.6	0.5	0.5	29.9	27.8	5.9	6.3
Starhill Global REIT	SGREIT SP	Singapore	13.7	(11.1)	10.4	11.8	0.6	0.6	15.6	15.4	8.3	8.5
Keppel REIT	KREIT SP	Singapore	(1.8)	4.5	19.7	18.8	0.7	0.7	33.4	31.1	6.8	6.8
Mapletree Industrial Trust	MINT SP	Singapore	25.6	3.1	17.4	16.9	1.2	1.2	20.1	19.1	5.7	6.0
Mapletree Logistics Trust	MLT SP	Singapore	(36.6)	(1.4)	18.9	19.2	0.9	0.9	22.2	21.2	6.5	6.4
CDL Hospitality Trusts	CDREIT SP	Singapore	na	6.1	19.7	18.6	0.7	0.7	17.8	16.6	6.3	6.9
Axis Real Estate	AXRB MK	Malaysia	(24.0)	13.7	19.7	17.3	1.2	1.2	20.7	18.2	4.9	5.5
Sunway Real Estate	SREIT MK	Malaysia	9.7	4.9	15.1	14.4	1.1	1.1	16.3	15.5	6.5	6.7
KLCCP Stapled Group	KLCCSS MK	Malaysia	100.7	9.5	17.1	15.6	1.3	1.4	22.5	22.0	5.5	6.0
IGB Real Estate	IGBREIT MK	Malaysia	(27.1)	5.7	17.3	16.4	1.6	1.6	17.7	16.9	5.9	6.2
Pavilion Real Estate	PREIT MK	Malaysia	(32.2)	7.0	15.0	14.0	0.9	0.9	16.1	15.3	7.0	6.7
3BB Internet Infra Fund *	3BBIF TB	Thailand	(21.8)	3.8	7.5	7.2	0.7	0.7	7.5	7.3	12.3	12.7
BTS Rail Mass Transit *	BTSGIF TB	Thailand	36.5	3.2	4.5	4.3	0.6	0.6	4.5	4.3	22.4	23.1
CPN Retail Growth *	CPNREIT TB	Thailand	(11.9)	(18.2)	7.9	9.7	0.9	0.9	12.3	16.1	9.5	9.9
Digital Telecom Int. *	DIF TB	Thailand	(1.9)	(0.7)	7.1	7.2	0.5	0.5	7.6	7.6	12.2	12.1
<b>Average</b>			<b>(0.4)</b>	<b>9.5</b>	<b>15.2</b>	<b>14.0</b>	<b>0.8</b>	<b>0.8</b>	<b>18.0</b>	<b>17.4</b>	<b>8.2</b>	<b>8.6</b>

Source: Bloomberg

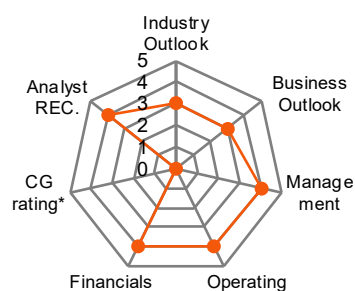
Note: \* Thanachart estimates, using Thanachart normalized EPS,  
Based on 24 April 2024 closing prices

## FUND DETAILS

Name	: BTS Rail Mass Transit Growth Infra Fund
Ticker	: BTSGIF TB
Listed date	: 19 April 2013
Fund size	: Bt62.5bn (5,788 m units @ par Bt10.80/unit)
Type	: Closed-end retail infrastructure fund
Investment A/S	: Rail transit systems / Net farebox revenues
Project life	: No specific term
Sponsor	: BTS Group Holdings (BTS TB)
Fund manager	: BBL Asset Management
Dividend policy	: No less than 90% of adjusted net profit
Payment date	: No less than twice a year
Foreign limit	: No more than 49% of total units

Source: Thanachart

## COMPANY RATING



### Rating Scale

<b>Very Strong</b>	<b>5</b>
<b>Strong</b>	<b>4</b>
<b>Good</b>	<b>3</b>
<b>Fair</b>	<b>2</b>
<b>Weak</b>	<b>1</b>
<b>None</b>	<b>0</b>

Source: Thanachart; \*No CG rating

## THANACHART'S SWOT ANALYSIS

### S — Strength

- The Skytrain business faces little competition and offers stable and strong cash flows.
- The service areas of the BTS Skytrain are in the heart of Bangkok with high potential for passenger growth.
- The fund can gear up to a 3x debt-to-equity ratio, allowing it to invest in other assets without a capital call.

### O — Opportunity

- Route extensions would help to feed passengers into BTS's core Skytrain network.
- More assets, especially new mass-transit lines from BTS, are likely to be injected into the fund.

### W — Weakness

- The Skytrain's utilization rate is high during peak hours but low during off-peak hours, forcing BTS to expand capacity despite low average utilization.
- Ridership growth is currently organic due to the full capacity of the existing network.

### T — Threat

- The government could prevent fare price hikes if people's pockets feel the pinch.
- Delays to new mass-transit projects could also cap future ridership growth.

## CONSENSUS COMPARISON

	Consensus	Thanachart	Diff
<b>Target price (Bt)</b>	4.67	4.00	-14%
<b>Norm profit 24F (Bt m)</b>	4,193	4,640	11%
<b>Norm profit 25F (Bt m)</b>	4,583	4,789	4%
<b>Consensus REC</b>	<b>BUY: 3</b>	<b>HOLD: 2</b>	<b>SELL: 0</b>

## HOW ARE WE DIFFERENT FROM THE STREET?

- Our earnings for FY24-25F are 4-11% higher than the Bloomberg consensus numbers, which we attribute to us having lower operating & maintenance cost assumptions.
- However, our TP is 14% lower than the Street's, likely as we are more conservative on its long-term earnings growth.

Sources: Bloomberg consensus, Thanachart estimates

## RISKS TO OUR INVESTMENT CASE

- Lower-than-expected ridership growth and/or fare hikes would present the key downside risk to our call.
- Higher-than-expected capital expenditure and/or operating costs would be a secondary downside risk.
- BTS's system problems could also dampen the BTS Skytrain's passenger growth, and presents another secondary downside risk.

Source: Thanachart

## INCOME STATEMENT

FY ending Mar (Bt m)	2022A	2023A	2024F	2025F	2026F
Revenue	943	3,455	4,702	4,854	4,958
Selling & administration expenses	62	51	56	58	59
<b>Operating profit</b>	<b>881</b>	<b>3,404</b>	<b>4,646</b>	<b>4,796</b>	<b>4,898</b>
% operating margin	93.4%	98.5%	98.8%	98.8%	98.8%
Depreciation & amortization	0	0	0	0	0
<b>EBITDA</b>	<b>881</b>	<b>3,404</b>	<b>4,646</b>	<b>4,796</b>	<b>4,898</b>
% EBITDA margin	93.4%	98.5%	98.8%	98.8%	98.8%
Non-operating income	2	7	4	4	4
Non-operating expenses	(8)	(11)	(10)	(10)	(11)
Interest expense	0	0	(0)	(0)	(0)
<b>Pre-tax profit</b>	<b>875</b>	<b>3,400</b>	<b>4,640</b>	<b>4,789</b>	<b>4,891</b>
Income tax	0	0	0	0	0
<b>After-tax profit</b>	<b>875</b>	<b>3,400</b>	<b>4,640</b>	<b>4,789</b>	<b>4,891</b>
% net margin	92.8%	98.4%	98.7%	98.7%	98.7%
Shares in affiliates' Earnings	0	0	0	0	0
Minority interests	0	0	0	0	0
Extraordinary items	(6,051)	(110)	(3,340)	(4,066)	(4,791)
<b>NET INVESTMENT INCOME</b>	<b>(5,175)</b>	<b>3,290</b>	<b>1,300</b>	<b>723</b>	<b>100</b>
<b>Normalized Net Invest. Income</b>	<b>875</b>	<b>3,400</b>	<b>4,640</b>	<b>4,789</b>	<b>4,891</b>
EPS (Bt)	(0.9)	0.6	0.2	0.1	0.0
Normalized EPS (Bt)	0.2	0.6	0.8	0.8	0.8

*We expect BTSGIF's non-cash amortizing expenses to cause it to report net losses, but...*

*...its cash flow from operations is positive and growing*

## BALANCE SHEET

FY ending Mar (Bt m)	2022A	2023A	2024F	2025F	2026F
<b>ASSETS:</b>					
Current assets:	50	90	40	40	40
Cash & cash equivalent	17	53	40	40	40
Account receivables	32	37	0	0	0
Inventories	0	0	0	0	0
Others	0	0	0	0	0
Investments & loans	39,330	39,851	36,511	32,446	27,654
Net fixed assets	0	0	0	0	0
Other assets	4	6	5	5	5
<b>Total assets</b>	<b>39,383</b>	<b>39,947</b>	<b>36,556</b>	<b>32,491</b>	<b>27,699</b>
<b>LIABILITIES:</b>					
Current liabilities:	35	12	16	16	17
Account payables	0	0	0	0	0
Bank overdraft & ST loans	0	0	0	0	0
Current LT debt	0	0	0	0	0
Others current liabilities	35	12	16	16	17
<b>Total LT debt</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Others LT liabilities	0	0	0	0	0
<b>Total liabilities</b>	<b>35</b>	<b>12</b>	<b>16</b>	<b>16</b>	<b>17</b>
Minority interest	0	0	0	0	0
Preferreds shares	0	0	0	0	0
Paid-up capital	55,299	52,596	49,256	45,190	40,398
Share premium	0	0	0	0	0
Warrants	0	0	0	0	0
Surplus	0	0	0	0	0
<b>Retained earnings</b>	<b>(15,951)</b>	<b>(12,661)</b>	<b>(12,715)</b>	<b>(12,716)</b>	<b>(12,716)</b>
Net Assets	39,348	39,935	36,540	32,474	27,683

Sources: Company data, Thanachart estimates

**CASH FLOW STATEMENT**

<b>FY ending Mar (Bt m)</b>	<b>2022A</b>	<b>2023A</b>	<b>2024F</b>	<b>2025F</b>	<b>2026F</b>
Earnings before tax	875	3,400	4,640	4,789	4,891
Tax paid	(1)	1	0	0	0
Depreciation & amortization	0	0	0	0	0
Chg In working capital	(20)	(4)	37	0	0
Chg In other CA & CL / minorities	(121)	(24)	4	0	0
<b>Cash flow from operations</b>	<b>733</b>	<b>3,372</b>	<b>4,680</b>	<b>4,789</b>	<b>4,892</b>
Capex	0	0	0	0	0
ST loans & investments	0	0	0	0	0
LT loans & investments	6,065	(522)	3,340	4,066	4,791
Adj for asset revaluation	0	0	0	0	0
Chg In other assets & liabilities	(6,050)	(112)	(3,339)	(4,066)	(4,791)
<b>Cash flow from investments</b>	<b>15</b>	<b>(634)</b>	<b>1</b>	<b>0</b>	<b>0</b>
Debt financing	0	0	0	(0)	(0)
Capital increase	(799)	(2,703)	(3,340)	(4,066)	(4,791)
Dividends paid	0	0	(1,354)	(723)	(101)
Warrants & other surplus	0	0	0	0	0
<b>Cash flow from financing</b>	<b>(799)</b>	<b>(2,703)</b>	<b>(4,694)</b>	<b>(4,789)</b>	<b>(4,892)</b>
<b>Free cash flow</b>	<b>733</b>	<b>3,372</b>	<b>4,680</b>	<b>4,789</b>	<b>4,892</b>

*Capex is booked in operating expenses, so it is factored into CFO*

**VALUATION**

<b>FY ending Mar</b>	<b>2022A</b>	<b>2023A</b>	<b>2024F</b>	<b>2025F</b>	<b>2026F</b>
Normalized PE (x)	23.7	6.1	4.5	4.3	4.2
Normalized PE - at target price (x)	26.5	6.8	5.0	4.8	4.7
PE (x)	na	6.3	15.9	28.7	206.5
PE - at target price (x)	na	7.0	17.8	32.0	230.7
EV/EBITDA (x)	23.5	6.1	4.5	4.3	4.2
EV/EBITDA - at target price (x)	26.3	6.8	5.0	4.8	4.7
P/NAV (x)	0.5	0.5	0.6	0.6	0.7
P/NAV - at target price (x)	0.6	0.6	0.6	0.7	0.8
P/CFO (x)	28.3	6.1	4.4	4.3	4.2
Price/sales (x)	22.0	6.0	4.4	4.3	4.2
Effective dividend yield (%)	0.0	0.0	0.0	0.0	0.0
Capital reduction yield (%)	4.2	16.4	22.4	23.1	23.6
Cash dividend yield (%)	4.2	16.4	22.4	23.1	23.6
FCF Yield (%)	3.5	16.3	22.6	23.1	23.6
<b>(Bt)</b>					
Normalized EPS	0.2	0.6	0.8	0.8	0.8
EPS	(0.9)	0.6	0.2	0.1	0.0
Effective dividend *	0.0	0.0	0.0	0.0	0.0
Capital reduction dividend	0.15	0.59	0.80	0.83	0.85
Cash dividend **	0.15	0.59	0.80	0.83	0.85
NAV/unit	6.8	6.9	6.3	5.6	4.8
CFO/unit	0.1	0.6	0.8	0.8	0.8
FCF/unit	0.1	0.6	0.8	0.8	0.8

*Given its retained loss, BTSGIF's payout to unitholders will be paid in the form of a capital return*

Sources: Company data, Thanachart estimates



**FINANCIAL RATIOS**

<b>FY ending Mar</b>	<b>2022A</b>	<b>2023A</b>	<b>2024F</b>	<b>2025F</b>	<b>2026F</b>
<b>Growth Rate</b>					
Sales (%)	(55.3)	266.5	36.1	3.2	2.1
Net profit (%)	na	na	(60.5)	(44.4)	(86.1)
EPS (%)	na	na	(60.5)	(44.4)	(86.1)
Normalized profit (%)	(57.1)	288.5	36.5	3.2	2.1
Normalized EPS (%)	(57.1)	288.5	36.5	3.2	2.1
Dividend payout ratio (%)***	(16.9)	103.3	104.2	100.1	100.2
<b>Operating performance</b>					
Gross margin (%)	100.0	100.0	100.0	100.0	100.0
Operating margin (%)	93.4	98.5	98.8	98.8	98.8
EBITDA margin (%)	93.4	98.5	98.8	98.8	98.8
Net margin (%)	92.8	98.4	98.7	98.7	98.7
D/E (incl. minor) (x)	0.0	0.0	0.0	0.0	0.0
Net D/E (incl. minor) (x)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Interest coverage - EBIT (x)	na	na	na	na	na
Interest coverage - EBITDA (x)	na	na	na	na	na
ROA - using norm profit (%)	2.1	8.6	12.1	13.9	16.3
ROE - using norm profit (%)	2.1	8.6	12.1	13.9	16.3
<b>DuPont</b>					
ROE - using after tax profit (%)	2.1	8.6	12.1	13.9	16.3
- asset turnover (x)	0.0	0.1	0.1	0.1	0.2
- operating margin (%)	92.8	98.4	98.7	98.7	98.7
- leverage (x)	1.0	1.0	1.0	1.0	1.0
- interest burden (%)	100.0	100.0	100.0	100.0	100.0
- tax burden (%)	100.0	100.0	100.0	100.0	100.0
Cost of equity (%)	0.0	0.0	0.0	0.0	0.0
ROIC (%)	0.0	8.7	11.6	13.1	15.1
NOPAT (Bt m)	881	3,404	4,646	4,796	4,898

Sources: Company data, Thanachart estimates

Note: \* Dividend from operations

\*\* Dividend from operations and capital reduction

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Recommendations are based on absolute upside or downside, which is the difference between the target price and the current market price. If the upside is 10% or more, the recommendation is BUY. If the downside is 10% or more, the recommendation is SELL. For stocks where the upside or downside is less than 10%, the recommendation is HOLD. Unless otherwise specified, these recommendations are set with a 12-month horizon. Thus, it is possible that future price volatility may cause a temporary mismatch between upside/downside for a stock based on the market price and the formal recommendation.

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