

Malaysia Company Guide

Gamuda

Version | Bloomberg: GAM MK | Reuters: GAMU.KL

Refer to important disclosures at the end of this report

DBS Group Research . Equity

17 Sep 2019

BUY

Last Traded Price (13 Sep 2019): RM3.63 (KLCI : 1,601.25)

Price Target 12-mth: RM4.65 (28% upside) (Prev RM4.65)

Analyst

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What's New

- 4QFY19 results should spring no surprises apart from lower property presales
- No competing offer for tolls, MOF offer stands
- Banking on MRT 3 revival and PTMP
- BUY with TP of RM4.65

Price Relative



Forecasts and Valuation

FY Jul (RMm)	2018A	2019F	2020F	2021F
Revenue	4,227	7,495	7,914	8,817
EBITDA	604	907	961	1,021
Pre-tax Profit	729	905	959	1,021
Net Profit	514	674	717	766
Net Pft (Pre Ex.)	818	674	717	766
Net Pft Gth (Pre-ex) (%)	16.8	(17.7)	6.4	6.9
EPS (sen)	20.8	27.3	29.0	31.0
EPS Pre Ex. (sen)	33.2	27.3	29.0	31.0
EPS Gth Pre Ex (%)	14	(18)	6	7
Diluted EPS (sen)	20.8	27.3	29.0	31.0
Net DPS (sen)	8.88	8.88	8.88	8.88
BV Per Share (sen)	307	322	339	358
PE (X)	17.4	13.3	12.5	11.7
PE Pre Ex. (X)	10.9	13.3	12.5	11.7
P/Cash Flow (X)	16.0	12.2	14.1	13.3
EV/EBITDA (X)	22.3	14.5	13.4	12.3
Net Div Yield (%)	2.4	2.4	2.4	2.4
P/Book Value (X)	1.2	1.1	1.1	1.0
Net Debt/Equity (X)	0.5	0.4	0.4	0.3
ROAE (%)	6.8	8.7	8.8	8.9
Earnings Rev (%):	0	0	0	0
Consensus EPS (sen):	26.1	25.7	25.3	
Other Broker Recs:	B: 9	S: 6	H: 7	

Source of all data on this page: Company, AllianceDBS, Bloomberg Finance L.P

Positioning for a brighter 2020

Gearing up for 2020. Gamuda (GAM) is a step closer to solidifying its role in the Penang Transport Master Plan (PTMP) with the project delivery partner (PDP) agreement to be signed by 4QCY19. This should pave the way for project awards in 2HCY20F. A key positive would be funding by the federal government, which would preclude the need to raise bridging financing and ease working capital requirements. Besides eyeing the revival of the Mass Rapid Transit 3 (MRT 3) project, GAM remains committed to two key overseas markets – Taiwan and Australia – which offer better margins and less competition. We expect larger contractors with reputable track records and strong balance sheets (like GAM) to emerge as winners when the delayed government projects are eventually revived.

Where we differ. Our earnings are above consensus (assume no dilution from warrants) and our target price (TP) is at the high end. Even at our TP of RM4.65, the stock trades at 15x FY20F earnings per share (EPS) which is below its 5-year mean.

Potential catalysts: The most important catalyst for GAM, and the sector, is the revival of key infrastructure projects. GAM's strong reputation, based on work for the MRT Line 1 and 2, as well as its previous appointment as PDP for the PTMP, will put it in the driver's seat to clinch other key government projects – high speed rail (HSR), MRT 3, and Bandar Malaysia – when these are revived.

Valuation:

Our sum of parts (SOP)-derived TP of RM4.65 assumes 50% discount on a RM32bn value for PTMP and discounts for its highway tolls and property business.

Key Risks to Our View:

Slower-than-expected rollout of projects. While there are signs of key projects being revived, delays would result in negative earnings for GAM.

At A Glance

Issued Capital (m shrs)	2,472
Mkt. Cap (RMm/US\$m)	8,975 / 2,149
Major Shareholders (%)	
EPF	11.2
KWAP	6.8
Free Float (%)	
3m Avg. Daily Val (US\$m)	4.5
ICB Industry : Industrials / Capital Goods	
Bloomberg ESG disclosure score (2017)^	33.9
- Environmental / Social / Governance	22.5 / 33.3 / 60.7

[^ refer to back page for more information](#)



Live more, Bank less

WHAT'S NEW

Setting the record straight

4QFY19 results preview: Expect no major surprises but property presales will likely fall short of its RM4bn target.

Confusion on tolls: There appears to be no other competing offer for Gamuda's tolls and MOF's offer of RM2.36bn still stands.

Freeing capacity for higher margin projects. Besides PTMP, Gamuda is banking on MRT 3 revival and also projects in Australia.

We had a company visit to get an update on a few outstanding issues on Gamuda. The key points are discussed below.

4QFY19 results preview. 4QFY19 results are due to be released in late September. We foresee no surprises and our FY19F net profit of RM674m should be easily met. This implies 4QFY19 net profit of RM153m (-13% q-o-q). We expect construction margins to hold at the 9%-range, but property presales will fall short of its RM4bn target. Presales from its newer townships such as Gamuda Cove, Gamuda Gardens Twentysix and Kundang Estates have been slow but surprisingly its older projects such as Horizon Hills and Jade Hills have been performing quite well. However, this is not expected to impact its earnings with its strong unbilled sales of RM2.2bn,

FY18 property presales was RM3.5bn but stripping out the effect of Gem Residences project in Singapore, FY19F property presales would have still shown 15% y-o-y growth to RM3bn.

Confusion on Gamuda's toll highways. We received some clarification surrounding media reports on potential competing offers from Khazanah and the Ministry of Works for its toll highways. We understand the offer from Khazanah only involves PLUS and not the other toll roads mentioned (Gamuda, IJM and Project Lintasan Kota). The Ministry of Works is also exploring a more holistic solution to solve the toll issue locally but it may not involve Gamuda's toll highways.

The current offer from Ministry of Finance (MOF) of RM2.36bn which is the effective share of Gamuda's four toll highways still stands but the timeline to negotiate and finalise the terms of the definitive agreement has been extended to 31 October 2019 from 31 August 2019. The next milestone remains obtaining cabinet approval and eventually also shareholder approval.

The potential disposal of the toll highways and rollout of PTMP are also not contingent on each other. However, a successful completion will certainly give Gamuda a strong enough war chest to kick start PTMP should the Federal Government choose not to fund the project. Gamuda remains committed to pay a

meaningful amount in special dividends. Assuming a 50% payout of RM2.36bn, this translates into a one-off yield of c.12%.

Penang Transport Master Plan (PTMP). The most recent milestone for PTMP was the Land Public Transport Agency (APAD) approval for the LRT project which came with 30 conditions. However, it was subsequently reported that the Penang State Government is still looking at various options on the mode of public transport deemed the most suitable - LRT, monorail or others.

The next important event would be the signing and formalisation of the PDP agreement which is expected by 4QCY19. Gamuda announced recently that the validity of the PDP agreement has been extended until 29 February 2020 by the State Government. While there is no fee disclosed so far, we expect it to be lower than MRT's PDP fees of 6%.

Another major catalyst would be some form of Federal Government Funding for this project which tentatively is supposed to be financed via a land swap from reclamation works. This would preclude the need for contractors including Gamuda to raise bridging financing for this project where there will be a time lag of a few years before land reclamation commences, approvals for the State are obtained, and land is subsequently monetised.

In an ideal scenario, the State Government of Penang is hopeful of RM20bn in funding comprising i) RM10bn soft loan for Pan Island Link 1 (PIL 1) and RM10bn in LRT Grant. The downside risk from more substantial Federal Government funding is i) potential pressure to convert the project from a PDP format to turnkey, and ii) smaller amount of land reclamation by the State. Island A which is 800 acres will be the first island to be reclaimed and is earmarked to be an industrial park (à la Bayan Lepas 2.0).

We believe Gamuda's role for PTMP is intact in spite of potential changes that could happen. This is because it already has a first mover advantage in terms of design works when this project was conceptualised a few years ago. Additionally, its reputation and expertise for large scale transportation project management is second to none locally.

The timeline of some reclamation works and tenders remains at end-2020.

We also understand besides the PDP fee which Gamuda will receive, there may be a separate fee for a development manager role if it manages to conclude any potential land sales.

Gamuda remains keen on the PIL1 project where more than half of the 20km stretch involves tunnelling. If successful, it will have to relinquish its PDP role for this portion.

Ample capacity for more jobs. Gamuda's tunnelling works for MRT Line 2 will complete in mid-CY20. This will free a lot of capacity and Gamuda appears to be a bit more selective and is not tying up future capacity in lower margin jobs.

It is hopeful on MRT 3 revival which could happen in 2H CY2020/early 2021. The last indicative value for MRT 3 was RM40-45bn. Some 32km out of the 40km stretch would be underground. We believe Gamuda has made a revised proposal with lower cost of RM20-25bn, assuming lower tunnelling works.

In terms of foreign markets, it remains more committed in Australia where it has set up an office in Sydney with a staff strength of 40 to 50 people. Besides forming JVs with Australian

contractors, it is also exploring some M&A where it may take an equity stake. The amount is not expected to be substantial if it happens. Over the next one year, there will be AUD10bn worth of tenders for rail-based projects, and Gamuda is hoping to clinch a portion of this.

Gamuda

CRITICAL DATA POINTS TO WATCH

Key critical factors. The most critical factor for GAM is the revival of government projects. On a more micro level, our findings reveal that significant contract wins, coupled with earnings growth, are the key share price drivers. As the dust settles, we expect larger contractors with reputable track records and strong balance sheets to emerge as winners. In our view, given GAM's strong design and engineering capabilities, the company will explore and propose more relevant projects to the government. Greater transparency, less bureaucracy and potentially less foreign competition caused by changes in government policies will be the long term trend in the sector.

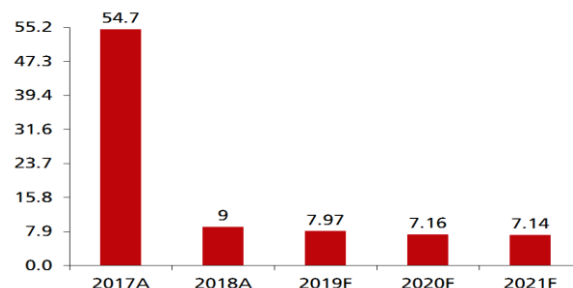
Toll acquisitions. Gamuda has accepted an offer of RM2.36bn (equity value) for the effective stakes (43.6%-70%) for four of its toll highways from the MOF. We understand this offer still stands and there are no competing offers from Khazanah etc. but the timeline to conclude the offer from MOF could be longer than expected. We understand offer price is at full DCF value and the discount rate used is 7.25%. There will be a one-off gain of c.RM1bn given the highways are carried in its books at original cost. For FY18, we estimate its toll roads contributed 20% to core pretax profit.

Government projects gradually revived. The revival of ECRL and Bandar Malaysia is positive for the sector. Thereafter, we expect the HSR and MRT 3 projects to follow suit. MRT 3 is crucial to ensure connectivity to the other two MRT lines and drive ridership into the city. The last indicative value for MRT 3 was RM40-45bn. Approximately 32km out of the 40km stretch would be underground. We believe GAM has tabled a revised proposal at a lower cost of RM20-25bn, assuming lower tunnelling works. GAM with its tunnel boring machines and experience with MRT Line 1 and 2 will be a key beneficiary. It won MRT Line 1 and 2 tunnelling works without having to exercise the Swiss Challenge option.

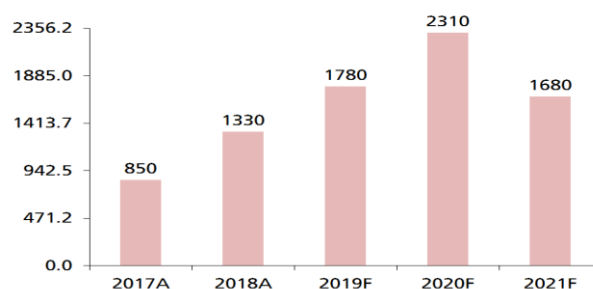
PTMP to kick off. GAM has a 60% stake in the SRS Consortium, the PDP for this RM32bn project. We think a key catalyst will be Federal Government funding. The key argument is Penang has the highest GDP/capita among all states and further foreign direct investment into the state will only further bolster the Federal Government's coffers. This would be vital to ensure both the Pan Island Link 1 (PIL1) and LRT project (combined value of RM16bn) can be rolled out simultaneously. The existing timeline of some reclamation works and tenders in 2HCY20/early 2021 remains intact. Island A which is 800 acres will be the first island to be reclaimed and is earmarked to be an industrial park. Gamuda remains keen on the PIL1 project where more than half of the 20km stretch involves tunnelling.

Appendix 1: A look at Company's listed history – what drives its share price?

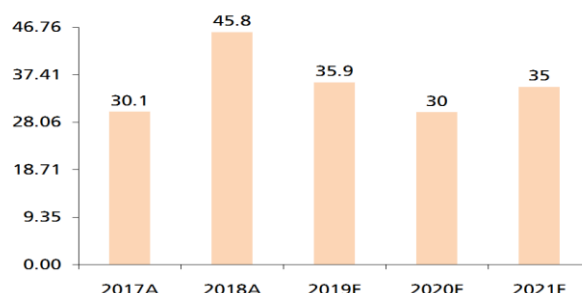
Construction margins



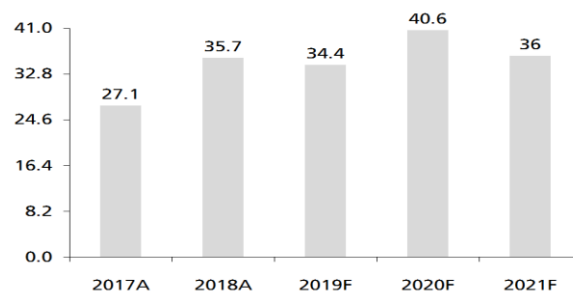
Property launches Malaysia



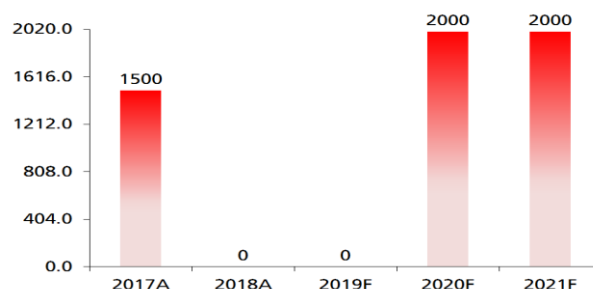
Construction profit contribution



Property profit contribution



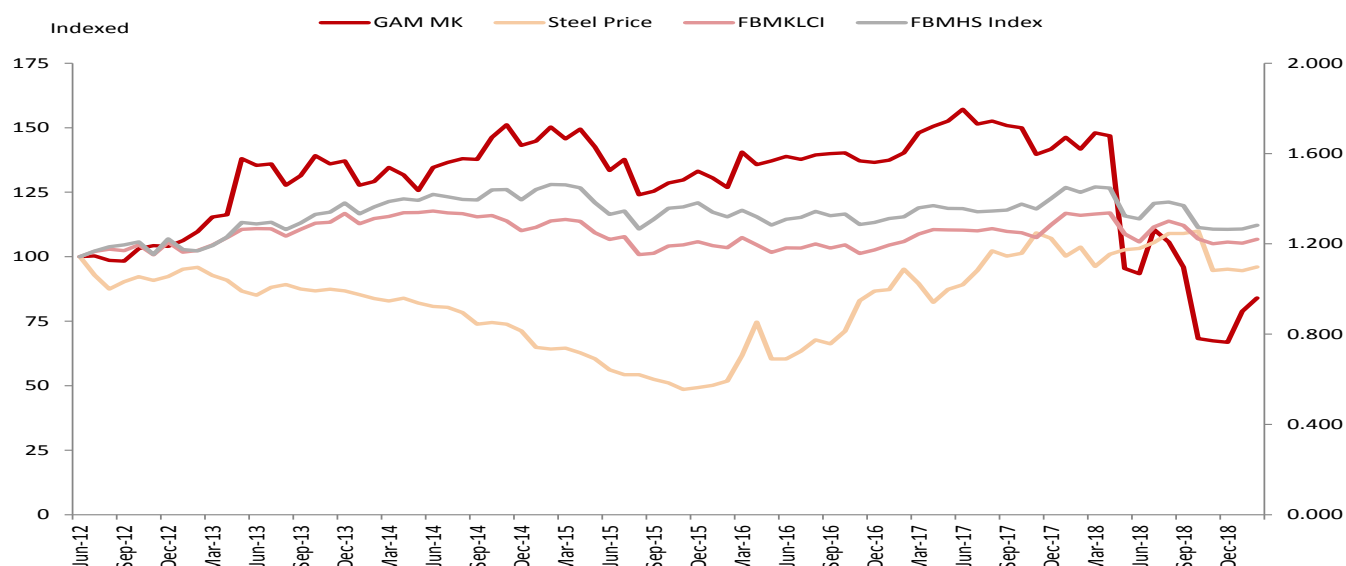
New order wins



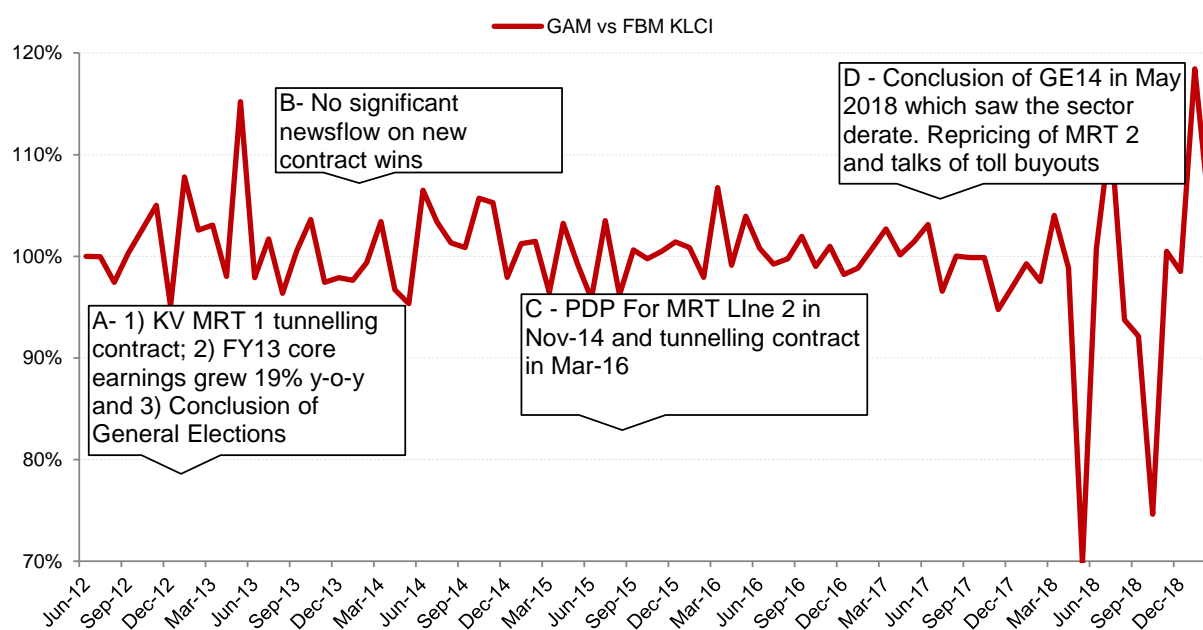
Source: Company, AllianceDBS

Gamuda

Gamuda's share price performance vs KLCI, Steel price and EPS



Gamuda's share price performance vs contract wins



Gamuda's share price showed the most significant outperformance during the period between June 2012 and July 2013 (Period A). This was due to a combination of positive newsflow from the announcement of the MRT Line 1 tunnelling contract worth RM8.28bn in April 2012 and expectations of strong earnings growth in FY13. FY13 core net earnings grew by c.19% y-o-y after stripping out the one-off arbitration charge. This also coincided with the conclusion of the 13th General Election.

From July 2013 onwards (Period B), Gamuda's share price was on a general downtrend until June 2014 given the lack of significant newsflow post the award of MRT Line 1. From June 2014 to March 2016 (Period C), we think the outperformance was led by a combination of the award of the PDP role for MRT Line 1 in November 2014, PDP for the Penang Transport Master Plan (PTMP) as well as the tunnelling package for MRT Line 2 worth RM15.47bn in March 2016.

Major contract wins for Gamuda since 2012:

April 2012 – Announcement on KV MRT Line 1 tunnelling contract worth RM8.28bn.

Nov 2014- Appointment as PDP for MRT Line 2.

August 2015 – Appointment as PDP for Penang Transport Master Plan.

March 2016 – Awarded tunnelling contract for KV MRT Line 2 worth RM15.47bn.

Post the conclusion of the 14th General Elections in May 2018, Gamuda's share price de-rated significantly due to cancellation and eventual revival of the MRT 2 contract at a lower cost, the deferment of HSR and MRT 3, less than desirable offer for Splash and talks of expropriation of toll roads. Almost all of these concerns have been put to rest which has seen Gamuda's share price show some recovery. As projects are eventually revived, we expect the share price recovery to continue.

Gamuda

Balance Sheet:

Manageable net gearing. GAM's net gearing has strengthened to a more manageable at 0.39x as at 30 April 2019. This is expected to strengthen further if the toll acquisition is approved by the government.

Further land banking possible. GAM is seeking to add to its land bank, with more urgency in Vietnam given that its existing project Celadon City has only four years of development left. Its new project Anchorvale Crescent in Sengkang, Singapore (gross development value (GDV) of S\$650m; S\$1,100-1,200 psf) is expected to do as well as Gem Residences, as the former has been designated as an Executive Condominium (EC) and not likely to be impacted by the government's property cooling measures.

Share Price Drivers:

Revival of large scale government projects. The most important catalyst for GAM is the revival of some of the more crucial government infrastructure projects such as MRT 3 and HSR. In the long term and taking into account the changing landscape of the sector, GAM's reputable track record and strong balance sheet should help it emerge as a winner.

Increased property sales. GAM's property pre-sales over the past few years have been driven by its overseas projects. This helped cushion the slowdown of local property sales. A revival in the local property market would be a catalyst for GAM.

Key Risks:

Macroeconomic factors and uncertainties on projects. An economic slowdown and lack of clarity on projects by the new government could adversely affect the group. Some infrastructure projects could be deferred or halted. This may result in slower order book replenishment.

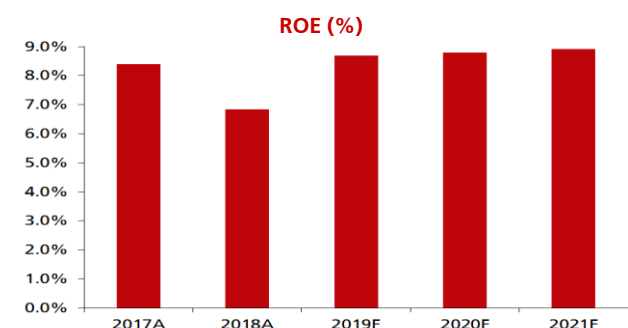
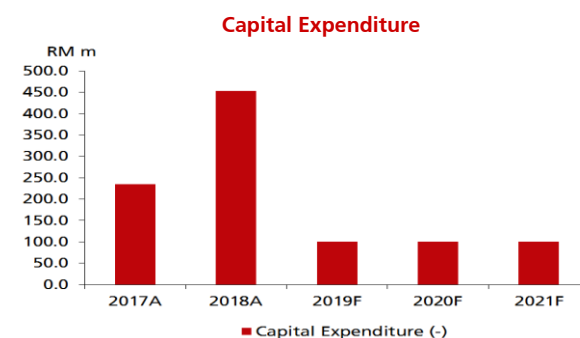
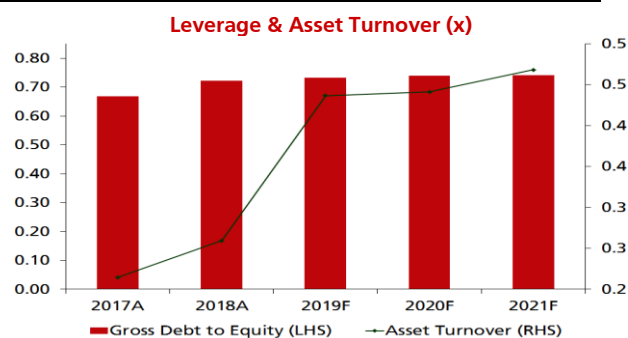
Slowdown in property market. The various tightening policies in the Malaysian property sector could reduce demand for properties (residential and commercial) in the near future.

Environment, Social, Governance:

Gamuda's ESG scores have consistently been above its peers despite the fluctuations. Gamuda's ESG scores increased slightly over the past 2 years, which we can attribute to delivering value through innovations, and sustainable cities and human capital development

Company Background

Gamuda's core business segments are engineering & construction, infrastructure concessions and property development.



Key Assumptions

FY Jul	2017A	2018A	2019F	2020F	2021F
Construction margins	54.7	9.00	7.97	7.16	7.14
Property launches	850	1,330	1,780	2,310	1,680
Construction profit	30.2	45.9	35.9	30.0	35.0
Property profit	27.1	35.7	34.4	40.6	36.0
New order wins	1,500	0.0	0.0	2,000	2,000

Segmental Breakdown

FY Jul	2017A	2018A	2019F	2020F	2021F
Revenues (RMm)					
Construction	1,234	1,925	4,644	4,587	5,704
Property development	1,486	1,807	2,405	2,868	2,640
Infrastructure	491	496	446	459	473
Total	3,211	4,227	7,495	7,914	8,817
Pretax profit (RMm)					
Construction	280	378	370	328	407
Property development	252	295	355	444	419
Infrastructure	398	152	307	322	338
Others	(104)	(96.1)	(127)	(136)	(144)
Total	826	729	905	959	1,021
Pretax Margins (%)					
Construction	22.7	19.7	8.0	7.2	7.1
Property development	16.9	16.3	14.8	15.5	15.9

Total	25.7	17.3	12.1	12.1	11.6
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Income Statement (RMm)

FY Jul	2017A	2018A	2019F	2020F	2021F
Revenue	3,211	4,227	7,495	7,914	8,817
Cost of Goods Sold	(2,629)	(3,651)	(6,490)	(6,845)	(7,653)
Gross Profit	582	576	1,004	1,070	1,164
Other Opg (Exp)/Inc	3.72	(10.1)	(156)	(169)	(205)
Operating Profit	586	566	849	900	959
Other Non Opg (Exp)/Inc	0.0	0.0	0.0	0.0	0.0
Associates & JV Inc	248	129	130	131	133
Net Interest (Exp)/Inc	(7.8)	34.4	(73.7)	(72.6)	(70.4)
Exceptional Gain/(Loss)	0.0	0.0	0.0	0.0	0.0
Pre-tax Profit	826	729	905	959	1,021
Tax	(170)	(165)	(181)	(192)	(204)
Minority Interest	(54.1)	(50.5)	(50.5)	(50.5)	(50.5)
Preference Dividend	0.0	0.0	0.0	0.0	0.0
Net Profit	602	514	674	717	766
Net Profit before Except.	701	818	674	717	766
EBITDA	613	604	907	961	1,021
Growth					
Revenue Gth (%)	51.3	31.6	77.3	5.6	11.4
EBITDA Gth (%)	30.5	(1.5)	50.2	5.9	6.3
Opg Profit Gth (%)	30.7	(3.3)	49.9	6.1	6.5
Net Profit Gth (Pre-ex) (%)	11.9	16.8	(17.7)	6.4	6.9
Margins & Ratio					
Gross Margins (%)	18.1	13.6	13.4	13.5	13.2
Opg Profit Margin (%)	18.2	13.4	11.3	11.4	10.9
Net Profit Margin (%)	18.7	12.2	9.0	9.1	8.7
ROAE (%)	8.4	6.8	8.7	8.8	8.9
ROA (%)	4.0	3.2	3.9	4.0	4.1
ROCE (%)	3.5	3.1	4.5	4.6	4.6
Div Payout Ratio (%)	35.5	42.6	32.5	30.6	28.6
Net Interest Cover (x)	75.5	NM	11.5	12.4	13.6

Source: Company, AllianceDBS

Gamuda

Quarterly / Interim Income Statement (RMm)

FY Jul	3Q2018	4Q2018	1Q2019	2Q2019	3Q2019
Revenue	1,238	1,215	903	1,125	1,037
Cost of Goods Sold	(1,085)	(1,145)	(757)	(1,000)	(897)
Gross Profit	153	70.1	146	125	139
Other Oper. (Exp)/Inc	31.7	87.8	43.2	37.7	53.9
Operating Profit	184	158	189	163	193
Other Non Opg (Exp)/Inc	0.0	0.0	0.0	0.0	0.0
Associates & JV Inc	96.5	(191)	63.5	82.2	67.2
Net Interest (Exp)/Inc	(27.1)	(19.4)	(27.3)	(21.2)	(24.9)
Exceptional Gain/(Loss)	0.0	0.0	0.0	0.0	0.0
Pre-tax Profit	254	(52.3)	226	223	236
Tax	(41.2)	(37.9)	(39.7)	(34.2)	(45.7)
Minority Interest	(12.0)	(10.9)	(14.4)	(16.2)	(13.8)
Net Profit	201	(101)	172	173	176
Net profit bef Except.	201	(101)	172	173	176
EBITDA	281	(32.9)	253	245	260

Growth

Revenue Gth (%)	23.4	(1.8)	(25.6)	24.5	(7.9)
EBITDA Gth (%)	(3.8)	nm	nm	(3.3)	6.4
Opg Profit Gth (%)	7.8	(14.4)	20.0	(14.2)	18.9
Net Profit Gth (Pre-ex) (%)	(5.0)	(150.4)	(270.2)	0.6	1.6

Margins

Gross Margins (%)	12.3	5.8	16.2	11.1	13.4
Opg Profit Margins (%)	14.9	13.0	21.0	14.4	18.6
Net Profit Margins (%)	16.2	(8.3)	19.0	15.4	17.0

Balance Sheet (RMm)

FY Jul	2017A	2018A	2019F	2020F	2021F
Net Fixed Assets	619	1,009	1,051	1,091	1,128
Invt in Associates & JVs	2,914	2,776	2,906	3,037	3,170
Other LT Assets	5,804	5,718	5,718	5,718	5,718
Cash & ST Invt	1,042	1,623	2,413	3,111	3,859
Inventory	228	495	446	446	446
Debtors	2,476	2,508	2,257	2,257	2,257
Other Current Assets	2,689	2,709	2,709	2,709	2,709
Total Assets	15,772	16,839	17,501	18,370	19,288
ST Debt	629	1,427	1,827	2,227	2,627
Creditor	1,402	1,642	1,478	1,478	1,478
Other Current Liab	536	644	644	644	644
LT Debt	4,615	4,310	4,310	4,310	4,310
Other LT Liabilities	746	865	865	865	865
Shareholder's Equity	7,476	7,568	7,943	8,361	8,829
Minority Interests	369	384	434	485	535
Total Cap. & Liab.	15,772	16,839	17,501	18,370	19,288
Non-Cash Wkg. Capital	3,456	3,426	3,290	3,290	3,290
Net Cash/(Debt)	(4,201)	(4,114)	(3,724)	(3,426)	(3,078)
Debtors Turn (avg days)	222.6	215.2	116.0	104.1	93.4
Creditors Turn (avg days)	171.7	153.7	88.5	79.5	71.1
Inventory Turn (avg days)	24.2	36.5	26.7	24.0	21.4
Asset Turnover (x)	0.2	0.3	0.4	0.4	0.5
Current Ratio (x)	2.5	2.0	2.0	2.0	2.0
Quick Ratio (x)	1.4	1.1	1.2	1.2	1.3
Net Debt/Equity (X)	0.5	0.5	0.4	0.4	0.3
Net Debt/Equity ex MI (X)	0.6	0.5	0.5	0.4	0.3
Capex to Debt (%)	4.5	7.9	1.6	1.5	1.4
Z-Score (X)	1.8	1.6	1.8	1.8	1.8

Source: Company, AllianceDBS

Gamuda

Cash Flow Statement (RMm)

FY Jul	2017A	2018A	2019F	2020F	2021F
Pre-Tax Profit	826	729	905	959	1,021
Dep. & Amort.	27.2	37.6	58.1	60.3	62.4
Tax Paid	(104)	(199)	(181)	(192)	(204)
Assoc. & JV Inc/(loss)	(248)	(129)	(130)	(131)	(133)
Chg in Wkg.Cap.	(1,128)	77.2	136	0.0	0.0
Other Operating CF	94.0	44.0	(53.6)	(63.0)	(73.5)
Net Operating CF	(533)	560	735	633	673
Capital Exp.(net)	(235)	(453)	(100.0)	(100.0)	(100.0)
Other Invt.(net)	0.0	0.0	0.0	0.0	0.0
Invt in Assoc. & JV	0.0	0.0	0.0	0.0	0.0
Div from Assoc & JV	239	178	0.0	0.0	0.0
Other Investing CF	(24.2)	(41.8)	53.6	63.0	73.5
Net Investing CF	(20.2)	(317)	(46.4)	(37.0)	(26.5)
Div Paid	(292)	(295)	(298)	(298)	(298)
Chg in Gross Debt	480	511	400	400	400
Capital Issues	123	53.8	0.0	0.0	0.0
Other Financing CF	(188)	67.7	0.0	0.0	0.0
Net Financing CF	122	337	102	102	102
Currency Adjustments	0.0	0.0	0.0	0.0	0.0
Chg in Cash	(431)	581	790	698	748
Opg CFPS (sen)	24.7	19.6	24.3	25.7	27.3
Free CFPS (sen)	(31.9)	4.35	25.7	21.6	23.2

Source: Company, AllianceDBS

Target Price & Ratings History



Note: Share price and Target price are adjusted for corporate actions.

S.No.	Date of Report	Closing Price	12-mth Target Price	Rating
1:	21 Sep 18	3.30	4.72	BUY
2:	01 Oct 18	3.28	4.72	BUY
3:	08 Oct 18	2.43	2.98	HOLD
4:	29 Oct 18	2.35	3.20	BUY
5:	05 Dec 18	2.33	3.50	BUY
6:	06 Dec 18	2.38	3.50	BUY
7:	04 Jan 19	2.29	3.50	BUY
8:	17 Jan 19	2.83	3.50	BUY
9:	25 Feb 19	2.86	3.50	BUY
10:	26 Feb 19	2.93	3.50	BUY
11:	28 Mar 19	2.84	3.50	BUY
12:	29 Mar 19	2.88	3.50	BUY
13:	15 Apr 19	3.13	3.50	BUY
14:	06 May 19	3.33	3.50	BUY
15:	16 May 19	3.20	4.30	BUY
16:	24 Jun 19	3.57	4.30	BUY
17:	27 Jun 19	3.72	4.30	BUY
18:	28 Jun 19	3.76	4.65	BUY
19:	25 Jul 19	3.80	4.65	BUY

Source: AllianceDBS

Analyst: Tjen San CHONG

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STRONG BUY (>20% total return over the next 3 months, with identifiable share price catalysts within this time frame)

BUY (>15% total return over the next 12 months for small caps, >10% for large caps)

HOLD (-10% to +15% total return over the next 12 months for small caps, -10% to +10% for large caps)

FULLY VALUED (negative total return, i.e., > -10% over the next 12 months)

SELL (negative total return of > -20% over the next 3 months, with identifiable share price catalysts within this time frame)

**Share price appreciation + dividends*

Completed Date: 17 Sep 2019 10:08:55 (MYT)

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Sources for all charts and tables are AllianceDBS unless otherwise specified.

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