Varun Shipping

Buy

CMP: Rs87

Target Price: Rs106 (12 Months)

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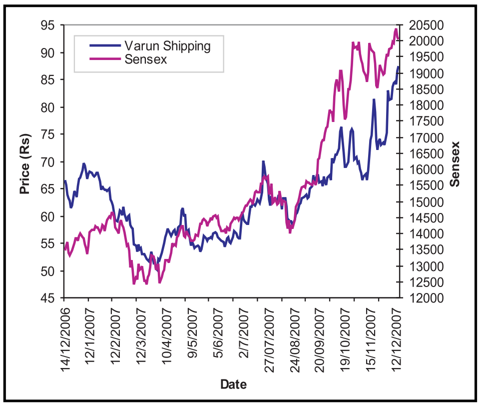
Stock Info

Sector	Shipping
Market Cap (Rs cr)	1,312
Beta	0.55
52 Week High / Low	90/50
Avg Daily Volume	149411
Face Value (Rs)	10
BSE Sensex	20,031
Nifty	6,048
BSE Code	500465
NSE Code	VARUNSHIP
Reuters Code	VRNS.BO
Bloomberg Code	VRNS IN

Shareholding Pattern (%)

Promoters	42.8
MF / Banks / Indian FIs	9.6
FII / NRIs / OCBs	21.2
Indian Public / Others	26.4



'Sailing stable waters'

VSL offers an integrated shipping solution across the entire hydrocarbon products chain to its clients. We believe VSL is one of the safest bets in the Shipping Industry, given higher stability in its revenues v/s its peers. Further, VSL has been consistently declaring dividends over the past many years. Investors could expect to supplement their overall returns with a dividend yield of around 5%. At Rs87, VSL is trading at 5.8x and 5.3x FY2009E and FY2010E Earnings, respectively. ***We Initiate Coverage on the stock, with a Buy recommendation and 12-month Target Price of Rs106, translating into 22% capital appreciation from current levels.***

- **Leader in the Indian LPG sector:** VSL, which commenced operations in 1973, is one of the leading private sector shipping companies in India. VSL owns and operates a well diversified fleet of 20 vessels in the LPG, Petroleum products/ chemicals and Offshore sector. VSL has a major 81% presence in the niche LPG segment in India in terms of cargo carrying capacity (dwt). VSL has been able to obtain competitive freight rates. Further, LPG freight rates are relatively more stable v/s other segments. As a result, VSL's Earnings are relatively stable compared to its peers.
- **Fleet expansion to boost growth:** VSL had allocated US $400m for expansion of fleet. Of this, it spent US $320m in the last one year with the addition of five vessels. Most of the vessels acquired over the last 3-4 quarters are expected to contribute fully to Topline 2HFY2008 onwards.
- **Increasing presence in Offshore Segment to perk up Margins:** VSL is expanding its asset base and business operations in the Offshore Support Services segment to explore newer opportunities in Energy. VSL has four AHTS vessels in the Offshore segment. The Offshore segment fetches better Margins v/s other segments due to the huge demand-supply gap. We expect VSL's Margins to improve to 60.1% in FY2010E from 55.5% in FY2007.

Key Financials

Y/E March (Rs cr)	FY2007	FY2008E	FY2009E	FY2010E
Net Sales	**672.6**	**829.3**	**873.2**	**900.9**
% chg	*4.6*	*23.3*	*5.3*	*3.2*
Net Profit	**141.3**	**204.6**	**223.4**	**245.3**
% chg	*(21.9)*	*44.7*	*9.2*	*9.8*
Diluted EPS (Rs)	**9.4**	**13.6**	**14.9**	**16.4**
EBITDA Margin (%)	55.5	56.6	59.4	60.1
P/E (x)	9.2	6.4	5.8	5.3
P/CEPS (x)	4.3	3.2	2.9	2.7
RoE (%)	19.4	22.8	21.4	20.3
RoCE (%)	10.3	12.4	12.9	13.3
P/BV (x)	1.8	1.5	1.3	1.1
EV/Sales (x)	4.5	4.0	3.7	3.2
EV/EBITDA (x)	8.0	7.0	6.2	5.3

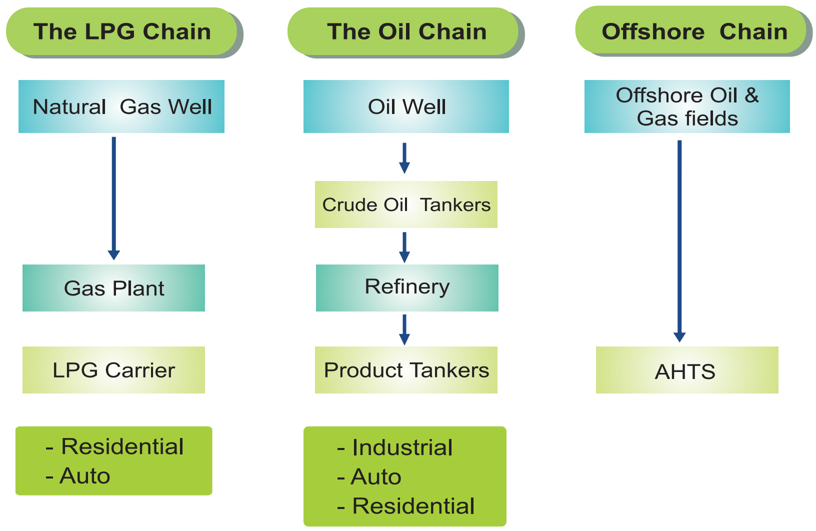
Source: Company, Angel Research

A well-diversified fleet allows VSL to offers its clients integrated shipping solutions

Company Background

Varun Shipping (VSL), an integrated hydrocarbon shipping company, commenced operations in 1973 and currently is one of the leading private sector shipping companies in India. VSL owns and operates a well-diversified fleet of 20 vessels in the liquified petroleum gas (LPG), petroleum products/ chemicals and offshore segments. A well-diversified fleet allows VSL to offers its clients integrated shipping solutions, which span the entire hydrocarbon product chain.

Exhibit 1: Hydrocarbon Shipping Chain

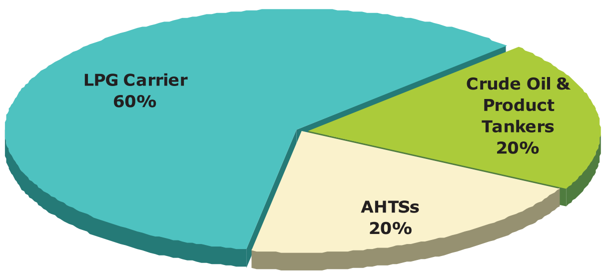


Source: Company, Angel Research

VSL is focused on the hydrocarbon sector

VSL is focused on the hydrocarbon sector. The company is building on its core competencies by expanding its fleet of tankers and gas carriers along with expanding its assets and operations in the rapidly developing Oil and Gas Exploration and Production sector.

Exhibit 2: Fleet Break-up



Source: Company, Angel Research

Indian PSUs like IOC, HPCL, BPCL, ONGC are some of the company's primary domestic charterers

VSL has its fleet on time and voyage charter, and in pool arrangements. Among VSL's charterers are IOC, HPCL, BPCL, ONGC, the Reliance group. Some of the direct international charterers include Exmar group and KS AS Hektorgas of Bergesen Worldwide group.

VSL has its fleet on time and voyage charter, and in pool arrangements

Exhibit 3: Fleet lowdown

Type of vessel	Name	DWT	Type of charter
Medium size Gas Carrier (MGC)	Maharshi Bhavatreya	27,200	Voyage charter
Medium size Gas Carrier	Maharshi Krishnatreya	27,250	Time charter with BPCL
Medium size Gas Carrier	Maharshi Mahatreya	27,750	Pool charter with EXMAR
Medium size Gas Carrier	Maharshi Devatreya	36,160	Voyage charter
Medium size Gas Carrier	Maharshi Shivatreya	19,999	Time charter with IOC
Medium size Gas Carrier	Maharshi Dattatreya	24,470	Time charter with EXMAR
Medium size Gas Carrier	Maharshi Labhatreya	19,999	Time charter with K.S. Hektorgas
Medium size Gas Carrier	Maharshi Vasishth	17,650	Time charter with IOC
Medium size Gas Carrier	Maharshi Vyas	18,165	Time charter with HPCL
Large Gas Carrier (LGC)	Maharshi Shubhatreya	29,999	Voyage charter
Large Gas Carrier	Maharshi Vamadeva	43,558	Time charter with BW Green Transport
Very large Gas Carrier (VLGC)	Maharshi Bhardwaj	59,421	Time charter with BW Green Carriers
LPG Carrier		**3,51,621**	
Product tanker	MT VijayDoot	7,313	Time charter with IOC
Aframax crude oil tanker	MT Amba Bhargavi	106,004	Pool charter with Sigma Tankers Inc.
Aframax crude oil tanker	MT Amba Bhavanee	107,081	Pool charter with Sigma Tankers Inc.
Aframax crude oil tanker	MT Amba Bhakti	106,597	Pool charter with Sigma Tankers Inc.
Product & Crude Oil Tankers		**3,26,995**	
High Bollard Pull AHTS	MV Sudaksha	2,450	Time charter with RIL
High Bollard Pull AHTS	MV Subhiksha	2,450	Time charter with RIL
AHTS	MV Neel Akash	1,086	Time charter with ONGC
AHTS	MV Neel Kamal	1,086	Time charter with ONGC
AHTS		**7,072**	

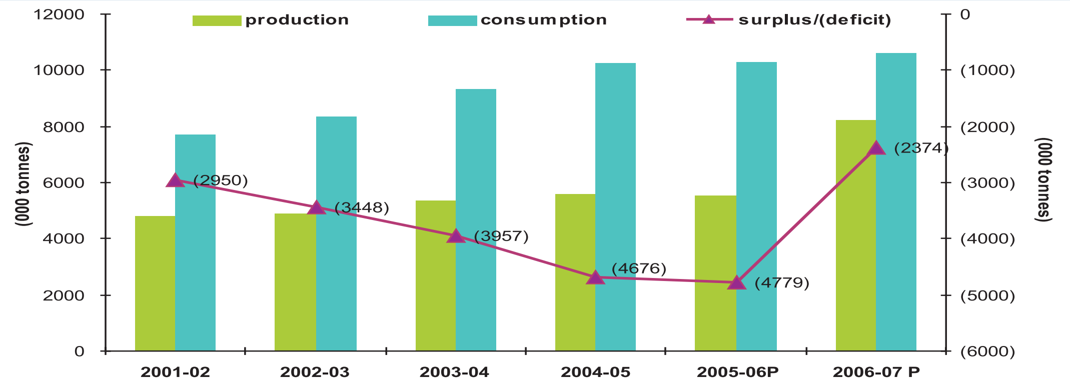
Source: Company, Angel Research

Industry Overview

In India, we are witnessing an increasing demand for LPG

LPG Carriers: There is strong demand for LPG the world over being one of the most preferred fuels due to its clean burning properties. Global LPG production is expected to rise 14.5% from 227mt to 260mt over 2006 - 2010. Most of the production is expected to occur in the Middle East, which is expected to add approx 15mt to global supply. This would result in additional 5.6mt available for exports. Asia is the most important LPG importing region accounting for 47.8% of sea-borne trade in 2005. India has been witnessing an increasing demand for LPG with consumption having risen at a CAGR of 6.5% from 7,728 thousand tonnes in 2001-02 to 10,610 thousand tonnes in 2006-07P. This has been as a result of change in government policy favouring residential and industrial consumption.

Exhibit 4: LPG consumption on the rise



Source: Industry and Crisil Research

India's domestic consumption has seen a shift from kerosene to LPG due to which LPG imports have risen which has in turn increased the demand for LPG carriers

Global LPG shipping has also been witnessing boom times particularly due to the high economic growth and industrialisation happening in India and China. This, coupled with imbalances in the demand and supply of LPG between regions, has resulted in increased tonne-mile demand. India's domestic consumption has also seen a shift from kerosene to LPG due to which LPG imports have risen which has in turn increased the demand for LPG carriers. The LPG carriers, which are pressurised and/or refrigerated, are primarily used for the transportation of LPG and ammonia. Propane and Butane are generally referred to as LPG.

Exhibit 5: The VLGC supply / demand case 2007-11

	No. of vessels
Demand growth VLGC	50
+ Scrapping / storage (at 28-30 years)	21-27
- Newbuildings	62
= Net VLGC demand growth	9-15

Source: Poten & Partners, BW Gas

The demand growth for VLGC till FY2011 is expected to be 9-15 vessels. Hence, we expect the Time charter rates for the vessels to remain strong going ahead.

Exhibit 6: LPG Carrier Freight Rates

Freight Rates ($pcm)	2005 Avg	2006 Avg	2007 Avg	*% chg 2005-06*	*% chg 2006-07*
VLGC TC modern	1,009,167	1,147,083	800,000	*13.7*	*(30.3)*
VLGC TC old	806,250	806,250	525,000	*0.0*	*(34.9)*
MGC - TC 35,000cu.m	902,083	1,001,250	940,000	*11.0*	*(6.1)*
MGC - TC 24,000cu.m	795,417	860,417	880,000	*8.2*	*2.3*

Source: Industry, Angel Research

With oil now also being transported over long distances, there is a requirement to expand tanker capacity

Demand for Crude oil and Petroleum products

The global freight rates are driven by the demand for products and supply of tonnage. The cyclical nature of oil demand and with 60% of oil transported by sea, results in volatility in the tanker freight rates. Since oil consumption is a function of the overall economic activity, it leads to cyclical demand. In the last one year, the tanker freight rates have declined by an average of 65% on the back of the continuing high oil prices and an abnormally warm winter, which restricted the growth in oil demand. The production cuts by OPEC and draw down of product inventories also resulted in soft tanker rates. The OPEC countries represent around 37% of the world production much of which is transported via the ocean. Hence, OPEC production affects tanker demand. Any cuts in the production maintained by OPEC leads to softness in the tanker rates. On the other hand, with oil now also being transported over long distances, there is a requirement to expand tanker capacity.

The freight rates were also impacted by the increasing new building tanker deliveries and low scrapping, which resulted in overall tanker utilisation ending marginally lower than the previous year. The orderbook size of tankers, as a per cent of world fleet, has been growing rapidly, which could see an increase in the delivery of vessels over the next three-four years.

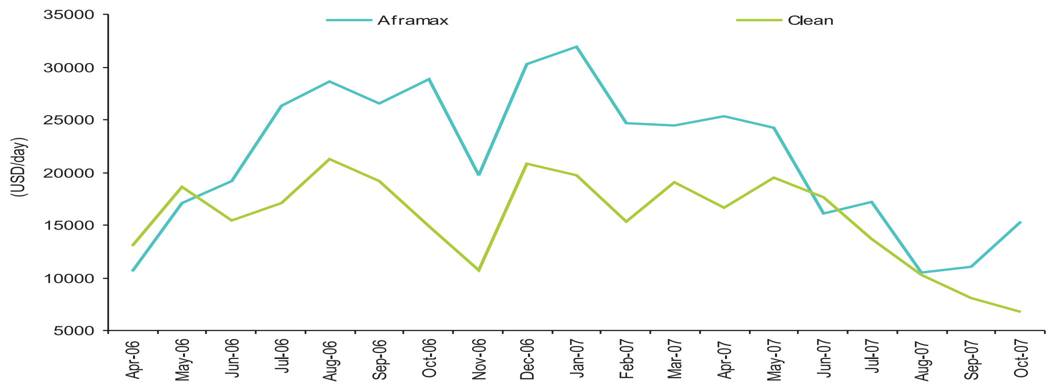
Exhibit 7: Tanker Fleet - 2007	mn dwt
Delivery of tankers	34
Scrapping of tankers	12
Net fleet growth	22
Tanker orderbook	149
Tanker orderbook as a % of the fleet	40%

Source: Industry

Tanker Freight rates likely to remain stable

The incremental growth in global oil demand at 1.8% in 2007 is expected to increase demand for tankers. Higher OPEC supplies could also see the tanker freight rates rising. While on the one hand, with shipyards running on full capacities, tanker deliveries will take time, on the other, International Maritime Organisation (IMO) regulation of phasing out single hull tankers will result in lower supply of tankers going ahead. Thus, overall, for the next two years, we expect the tankers rates to be in line with the FY2007 rates.

Exhibit 8: Tanker Rates Movement



Source: Industry, Angel Research

In India, the NELP has opened up 166 blocks for companies to exploit

Offshore segment

There are burgeoning opportunities in the Offshore segment. There exists huge demand for exploratory drilling for companies to exploit. In India, the New Exploration & Licensing Policy (NELP) has opened up 166 blocks (majority of 103 blocks are in deep and shallow waters) for companies to exploit. This offers huge growth opportunity for the offshore players on account of the huge demand for exploratory drilling. The Budgetary allocation for exploration activities has also increased. Combined, all these factors are expected to improve utilisation of offshore assets.

The oil & gas companies have been increasing their spend on exploration and production (E&P) activities on account of the rising oil & gas prices, which is exerting pressure on these companies to explore and add reserves. Utilisation rates of the rigs remain intact even at times when the oil prices witness fluctuation demonstrating that the oil & gas companies have been spending substantially on their E&P activities. This has resulted in a huge and continuous demand for offshore vessels. The mismatch between demand-supply has led to an increase in the vessel prices and day rates. We expect the day rates for the Offshore vessels to remain firm over the next five-seven years.

VSL has a major 81% share in the niche LPG segment in India in terms of cargo carrying capacity (dwt)

Investments Argument

Leader in the Indian LPG sector

VSL has a major 81% share in the niche LPG segment in India in terms of cargo carrying capacity (dwt). GE Shipping has 11% share while SCI accounts for 8% share. In June 2007, VSL acquired a VLGC which is the largest LPG carrier in Indian fleet and has a cargo carrying capacity of 76,644cbm. VSL is the first Indian shipping company to acquire a VLGC.

Exhibit 9: LPG Carriers in India (dwt)

Source: Industry, Angel Research

VSL has strategically placed its vessels in different arrangements in an attempt to hedge against any downturn in the freight rates

Internationally, VSL is the second largest owner of tonnage in the global mid-size LPG carrier fleet, commanding 16% marketshare on capacity basis. VSL has been able to offer extensive LPG shipping services for both Indian imports and coastal movements on account of its leading position in the Indian LPG sector and large fleet of LPG carriers. The company has also been able to obtain competitive freight rates. VSL transported around 77% of all PSU controlled LPG cargoes brought into India in 2006-07.

Currently, three of VSL's LPG carriers are on Voyage charter, eight are on Time charter and one is in a Pool arrangement. VSL has strategically placed its vessels in different arrangements in an attempt to hedge against any downturn in the freight rates. Additionally, the company is also well shielded against any volatility in the freight rates due to the relative stability in the LPG freight rates as compared to the other segments.

We believe that most of the recently acquired vessels will start contributing to Topline 2HFY2008 onwards

Fleet expansion to boost growth

VSL had set aside $400mn for expansion of vessels. Of this, the company utilised $320mn during the last one year to add one Aframax crude carrier, one medium size gas carrier (MGC), one very large gas carrier (VLGC) and two anchor handling towing and supply (AHTS) vessels. Going ahead, we may witness addition of one or two more vessels in the next one year. We believe that most of the recently acquired vessels will start contributing to Topline 2HFY2008 onwards. VSL's current fleet comprises 12 LPG carriers with an aggregate cargo carrying capacity of 351,621dwt, 3 crude oil tankers with an aggregate cargo carrying capacity of 319,682dwt, 1 product tanker with cargo carrying capacity of 7,313dwt and 4 AHTS vessels.

Increasing presence in Offshore Segment to perk up Margins

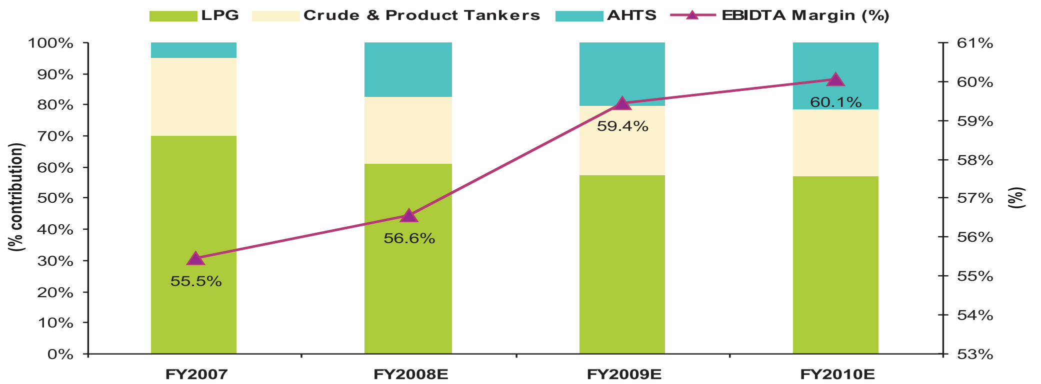
VSL is expanding its asset base and business operations in the area of offshore support services in its bid to capitalise on the emerging opportunities in the Energy segment. Currently, VSL has four AHTS vessels in the offshore segment. Two of these vessels are employed on long-term time charter with ONGC. To enhance its asset base in the Offshore segment VSL acquired two AHTS vessels one each in January and May 2007. VSL will set a new milestone in the Offshore support services for India's oil industry with these vessels. These AHTS vessels

The Offshore segment offers better Margins v/s the other segments due to the prevailing huge demand-supply gap

are the most powerful vessels with the highest bollard pull under the Indian flag. The vessels are specifically designed for deep-sea offshore anchor handling and towing operations. The two vessels are currently on long-term contracts with Reliance Industries to support their deep sea oil exploration and production activities in the Krishna Godavari basin.

The Offshore segment offers better Margins v/s the other segments due to the prevailing huge demand-supply gap. Hence, VSL expects to improve margins riding on these high end AHTS vessels. We estimate Margins to improve to 60.1% in FY2010E from 55.5% in FY2007.

Exhibit 10: Higher contribution of AHTS leading to Margin expansion



Source: Company, Angel Research

Pool arrangement reduces fluctuation in seasonal demand

VSL has most of its vessels on Time charter and Pool arrangement, which provides stability to Earnings. Through pool arrangements the company is able to improve its vessel utilisation and visibility in revenues. The company is also able to minimise fluctuations in seasonal demand, which could otherwise lead to excessive idling.

Major portion of VSL's revenues accrue from repeat customers

Repeat customers

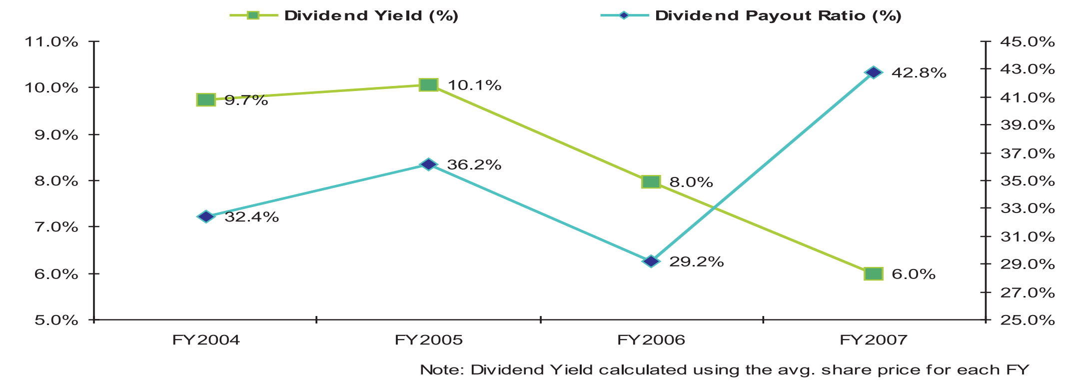
Major portion of VSL's revenues accrue from repeat customers. In FY2007, VSL clocked 83.6% repeat business. Therefore, going ahead too VSL intends to leverage on its existing relationships to expand business. In the long term, the company intends to explore and evaluate measures to integrate its shipping activities with the overall maritime and logistic requirements of its existing charterers to provide efficient and economical, maritime and logistical solutions to the end users.

We believe VSL will continue to pay dividends, which would enhance overall returns of the investors

Consistent dividend payouts

VSL has been consistent in paying dividends. It has been declaring dividends since the past 23 consecutive years. Going ahead, we believe the company would continue to pay dividends, which would enhance overall returns of the investors.

Exhibit 11: Consistent Dividend Yield to supplement Returns



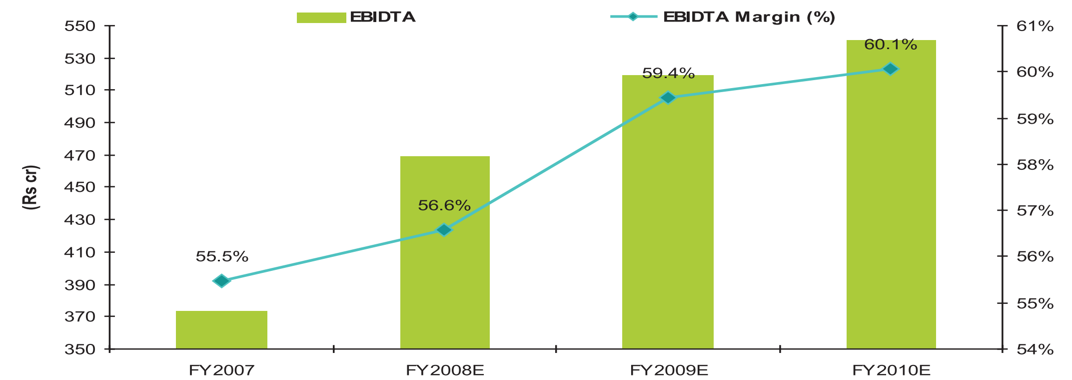
Source: Company, Angel Research

High-end vessels are expected to improve VSL's Margins to 60.1% in FY2010E from 55.5% in FY2007

Financial Performance

VSL incurred capex of $320mn towards fleet acquisition last year when it added five vessels wherein two would cater to the high-margin Offshore segment. Hence, these high-end vessels are expected to improve the company's Margins to 60.1% in FY2010E from 55.5% in FY2007. On the anvil are plans to further expand its fleet through investments of around $80mn. We have currently not factored in any addition of fleet in our estimates.

Exhibit 12: EBIDTA, EBIDTA Margins on the rise



Source: Company, Angel Research

Key Concerns

- Softening in LPG carrier charter rates would impact VSL's Revenue and Profitability.
- Commercial viability of alternate source of energy as opposed to oil, and crude oil price declining substantially from current levels could result in reduced E&P activity.

Outlook and Valuation

We believe VSL is one of the safest bets in the industry, given higher stability in its revenues v/s peers. Freight rates of the LPG segment are less volatile compared to the other segments, as a result of which VSL's Earnings would be relatively stable than its peers. Expansion of fleet is also expected to enhance future Revenues and Earnings of the company. We believe VSL's expansion into the lucrative Offshore segment, will improve Margins from 55.5% in FY2007 to 60.1% in FY2010E. Also, VSL has been consistently declaring dividends over the past many years. Hence, investors could also expect a dividend yield of around 5% going ahead as well, which would supplement overall returns from the stock.

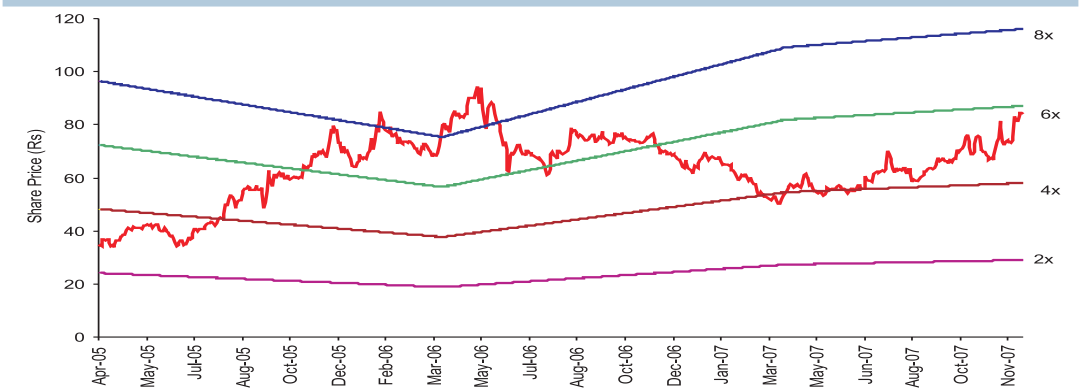
At the CMP of Rs87, the stock trades at 5.8x and 5.3x FY2009E and FY2010E Earnings, respectively. **We Initiate Coverage on the stock, with a Buy recommendation and 12-month Target Price of Rs106, translating into 22% capital appreciation from current levels.**

Exhibit 13: Comparative Valuation (FY2009E)

Company (USD mn)	Y/E	Sales	EBIDTA Margin (%)	Net Profit Margin (%)	EPS (USD)	RoE (%)	P/E (x)
India							
G E Shipping	Mar	664.6	48.3	36.7	1.60	20.9	8.0
Mercator Lines	Mar	512.5	33.5	20.2	0.38	22.8	7.4
SCI	Mar	717.4	24.9	16.5	0.42	8.3	15.0
Varun Shipping	Mar	221.1	59.4	25.6	0.38	21.4	5.8
Average							**9.1**
Singapore:							
Cosco Corp Singapore	Dec	2,401.5	23.1	12.6	0.14	41.2	32.6
Ezra Holdings	Aug	295.1	37.8	31.6	0.34	30.2	12.6
Jaya Holdings	June	299.5	50.6	34.6	0.13	33.3	10.1
Labroy Marine	Dec	880.9	16.3	11.9	0.13	32.9	13.6
Neptune Orient Lines	Dec	8,712.9	9.2	5.3	0.32	16.3	11.0
Samudera Shipping Line	Dec	395.9	6.9	3.3	0.03	-	8.4
Singapore Shipping Corp	Mar	8.7	68.6	63.3	0.01	-	22.4
Swissco International	Dec	31.3	36.2	25.5	0.05	9.7	19.6
Average							**16.3**

Source: Bloomberg; Angel Research

Exhibit 14: 1-year forward P/E Band Chart



Source: Angel Research

Profit & Loss Statement

Rs crore

Y/E March	FY2007	FY2008E	FY2009E	FY2010E
Net Sales	**672.6**	**829.3**	**873.2**	**900.9**
% chg	*4.6*	*23.3*	*5.3*	*3.2*
Total Expenditure	299.5	360.2	354.2	359.8
EBIDTA	**373.1**	**469.1**	**519.0**	**541.0**
(% of Net Sales)	*55.5*	*56.6*	*59.4*	*60.1*
Other Income	51.4	100.0	92.8	82.8
Depreciation& Amortisation	165.7	199.8	220.1	230.6
Interest	111.1	157.4	160.3	140.4
PBT	**147.7**	**211.9**	**231.4**	**252.8**
(% of Net Sales)	*22.0*	*25.6*	*26.5*	*28.1*
Extraordinary Expenses/ (Inc.)	-	-	-	-
Tax	6.3	7.3	8.0	7.4
(% of PBT)	4.3	3.5	3.5	2.9
PAT	**141.3**	**204.6**	**223.4**	**245.3**
% chg	*(21.9)*	*44.7*	*9.2*	*9.8*
Minority Interest	-	-	-	-
PAT after Minority Interest	**141.3**	**204.6**	**223.4**	**245.3**
% chg	*(21.9)*	*44.7*	*9.2*	*9.8*

Balance Sheet

Rs crore

Y/E March	FY2007	FY2008E	FY2009E	FY2010E
SOURCES OF FUNDS				
Equity Share Capital	148.2	150.0	150.0	150.0
Reserves& Surplus	581.1	748.4	892.8	1,059.3
Shareholders Funds	**729.2**	**898.4**	**1,042.9**	**1,209.3**
Total Loans	1,793.0	2,086.0	2,003.2	1,741.3
Deffered Tax Liability	-	-	-	-
Total Liabilities	**2,522.3**	**2,984.4**	**3,046.1**	**2,950.5**
APPLICATION OF FUNDS				
Gross Block	2,925.3	3,518.9	3,818.9	3,868.9
Less: Acc. Depreciation	481.4	681.1	901.3	1,131.9
Net Block	**2,443.9**	**2,837.8**	**2,917.6**	**2,737.0**
Capital Work-in-Progress	-	-	-	-
Investments	**20.7**	**20.7**	**20.7**	**20.7**
Current Assets	144.2	224.8	216.0	302.3
Current liabilities	86.6	98.9	108.3	109.6
Net Current Assets	**57.6**	**125.9**	**107.7**	**192.8**
Miscellaneous Expenditure	-	-	-	-
Total Assets	**2,522.3**	**2,984.4**	**3,046.1**	**2,950.5**

Cash Flow Statement

Rs crore

Y/E March	FY2007	FY2008E	FY2009E	FY2010E
Profit before tax	147.7	211.9	231.4	252.8
Depreciation	165.7	199.8	220.1	230.6
Change in Working Capital	(47.1)	(13.4)	2.5	2.2
Direct taxes paid	(2.9)	(7.3)	(8.0)	(7.4)
Others	59.7	153.5	158.3	137.2
Cash Flow from Operations	**323.1**	**544.5**	**604.4**	**615.4**
(Inc.)/ Dec. in Fixed Assets	(799.7)	(593.6)	(300.0)	(50.0)
Free Cash Flow	**(476.6)**	**(49.1)**	**304.4**	**565.4**
(Inc.)/ Dec. in Investments	0.0	-	-	-
Issue of Equity	182.5	43.5	-	-
Inc./(Dec.) in loans	465.0	293.0	(82.8)	(261.9)
Dividend Paid (Incl. Tax)	(64.9)	(51.3)	(52.7)	(78.9)
Others	(106.7)	(181.1)	(184.6)	(137.2)
Cash Flow from Financing	**476.0**	**104.0**	**(320.1)**	**(478.1)**
Inc./(Dec.) in Cash	(0.6)	54.9	(15.7)	87.3
Opening Cash balances	**35.6**	**35.0**	**89.9**	**74.2**
Closing Cash balances	**35.0**	**89.9**	**74.2**	**161.6**

Key Ratios

Y/E March	FY2007	FY2008E	FY2009E	FY2010E
Per Share Data (Rs)				
Diluted EPS	9.4	13.6	14.9	16.4
Diluted Cash EPS	20.5	27.0	29.6	31.7
DPS	4.03	4.50	4.50	4.50
Book Value	48.6	59.9	69.5	80.6
Operating Ratio (%)				
Repairs & Maint. Exp. / Sales (%)	11.9	10.5	10.1	10.1
Inventory (days)	2.4	2.4	2.4	2.4
Debtors (days)	28.7	27.7	28.2	27.9
Debt / Equity (x)	2.6	2.4	2.1	1.7
Returns (%)				
RoE	19.4	22.8	21.4	20.3
RoCE	10.3	12.4	12.9	13.3
Dividend Payout (%)	42.8	33.0	30.2	27.5
Valuation Ratio (x)				
P/E	9.2	6.4	5.8	5.3
P/E (Cash EPS)	4.3	3.2	2.9	2.7
P/BV	1.8	1.5	1.3	1.1
EV / Sales	4.5	4.0	3.7	3.2
EV / EBITDA	8.0	7.0	6.2	5.3

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Ratings (Returns)	Buy > 15%,	Hold 5-15%,	Sell < - 10%

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