

Asian Markets Rating **Accumulate**

CMP (Rs)	744
Target (Rs)	852
Upside (%)	15%

Nifty: 16,661      Sensex: 55,926

**Key Stock Data**

Bloomberg	TRPC IN
Shares O/s Mn (FV INR10)	77.2
Mkt Cap (USD Bn/INR Bn)	0.7/57.5
52-week high/low	859/388
6m daily avg vol(INR Mn)	120
Free Float %	33

**Price Performance**

(%)	3m	1yr	3yr
TRPC	20.0	77.8	35.1
Nifty	(0.5)	9.5	13.3
NSE500	(0.8)	9.4	14.5
BSE Midcap	(0.8)	9.4	16.5

**Shareholding Pattern**

(%)	Sep21	Dec21	Mar22
Promoter	66.5	66.5	66.6
FII	2.1	2.3	2.7
DII	11.6	11.5	11.2
Others	19.7	19.7	19.6

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<b>FY22-24E Earnings CAGR</b>	<b>CF &amp; Return Profile</b>	<b>Valuations</b>
<b>12%</b>	<b>Moderate</b>	<b>Reasonable</b>

**Growth moderated albeit on a high base but margin remains healthy**

- TCI witnessed a growth moderation as consolidated sales grew by 0.6% y-o-y to Rs 9bn albeit on a high base and tepid SCM segment. Two years sales CQGR stands at 7%.
- SCM business witnessed a sales decline of 10% y-o-y due to slower automobile industry and sudden slump in farm equipment. Freight division performed moderately with 0.7% y-o-y sales growth albeit on a higher base. Coastal shipping managed its strong growth trajectory with 24% y-o-y sales growth largely led by freight hikes and good return cargo.
- Despite moderated sales growth, TCI managed to report highest ever EBITDA margin at 13.3% (+340bps y-o-y) mainly on account of cost containments and timely price hikes for offsetting fuel price inflation along with healthy margin in coastal shipping.
- Net profit increased by 32.2% y-o-y to Rs 854mn. EBITDA margin at current level is not sustainable as it is largely because of abnormal high margins in coastal shipping division. We are more comfortable with EBITDA margin range of 11-12%.

**Freight segment – muted growth albeit on a high base**

Freight business witnessed a growth moderation (+0.7% y-o-y) albeit on a high base. On a two-year basis, it witnessed a CQGR of 14.3% which we believe is largely pricing driven. Because of better passthrough of fuel inflation and pick up in LTL business, EBIT margin improved by 15bps y-o-y. We observed, capital employed (mainly in working capital) in freight division is consistently decreasing over the last three years despite rise in business scale, indicating better efficiency along with good WC management.

**SCM – Sluggish automobile sector and high base impacted growth trajectory**

SCM revenue declined by 9.7% y-o-y to Rs 2.7bn mainly due to disruption in automotive industry and high base which witnessed a good pent-up demand. Further, it also witnessed sluggish demand in high value consumer goods and farm equipment. However, two-year CQGR at 13% is reasonable given the current volatile macro situations. Division witnessed a stable margin led by cost control. We understand that the complete pass through of fuel inflation is not possible in this business, hence it has to manage internal levers well to drive the profitability which TCI is doing it in a right manner. Pick up in automobile production is the key for sustainable growth in SCM division. We remain positive on SCM business over the medium to longer term on the back of superior offerings, wide client base and hybrid business model. Further, customers push for efficiencies and integrated single-window solutions across the value chain are also making good roads for SCM and warehousing business.

**Coastal Shipping – Increase freight rates and better occupancy drive the growth**

Increase in freight rates owing to global supply chain crunch and shortage of containers and fuel price inflation passthrough boosted the revenue (+24% y-o-y). Further, it continued to get high value return cargo (pulses) from Myanmar which also boosted the earnings. Coastal shipping continued to see a strong margin (+620bps y-o-y to 29.7%) due to freight rate increase and better return cargo. Margin may see some moderation due to high base and cost inflation.

**TCI remains our top pick in logistics space; Maintain ‘Accumulate’**

We maintain our positive stance on TCI on the back of its large logistics infrastructure and proven track record of execution across verticals which will help it winning new accounts/clients across verticals. Further, its return ratios will continue to improve due to favorable change in business mix and prudent capital allocation. **Despite, expected capex of Rs 3-4bn over the next three years, TCI will generate cumulative FCF of ~Rs 6bn over FY22-24E and its cash conversions remains healthy as its average pre-tax OCF/EBITDA over the last five years stands at 99%.** Despite strong run in the stock price over the last one year (~3x), we still consider it as good value compounder over the longer term. Maintain ‘Accumulate’ with a price target of Rs 852, 18x to FY24E EPS.

**Exhibit 1: Key Financials**

Y/E Mar(Rs mn)	FY20	FY21	FY22E	FY23E	FY24E
Sales	27,178	28,024	32,567	36,856	41,735
yoy (%)	-1.3	3.1	16.2	13.2	13.2
EBITDA	2,405	2,612	4,087	4,423	5,008
yoy (%)	-3.6	8.6	56.5	8.2	13.2
Net Profit	1,279	1,433	2,652	2,851	3,279
yoy (%)	5.8	12.1	85.0	7.5	15.0
EBITDAM(%)	8.9	9.3	12.6	12.0	12.0
Equity	153.7	154.2	154.7	154.7	154.7
EPS	18.5	19.1	37.9	41.2	47.3

Source: Company, AMSEC Research

**Exhibit 2: Key Indicators**

Y/E Mar	FY20	FY21	FY22E	FY23E	FY24E
RoE (%)	14.9	13.4	22.5	20.2	19.3
RoCE (%)	13.2	13.9	21.8	21.0	20.2
ROIC (%)	11.2	11.8	19.7	19.8	21.0
DE	0.4	0.2	0.0	0.0	0.0
PER (x)	10.0	13.6	16.7	18.1	15.7
P/BV (x)	1.4	1.7	3.4	3.3	2.8
EV/Sales (x)	0.6	0.8	1.5	1.5	1.3
EV/EBITDA (x)	7.3	8.4	11.9	12.6	10.7
Div Yield (%)	1.4	0.5	0.8	0.4	0.4


**Exhibit 3: 4QFY22 Quarterly Financials (Consolidated)**

Particulars (Rs. mn)	Q4FY21	Q1FY22	Q2FY22	Q3FY22	Q4FY22	y-o-y change	q-o-q change	FY22	FY21	y-o-y change
<b>Income from operations</b>	<b>8,926.9</b>	<b>6,961.3</b>	<b>8,251.4</b>	<b>8,376.8</b>	<b>8,977.3</b>	<b>0.6%</b>	<b>7.2%</b>	<b>32,566.8</b>	<b>28,023.9</b>	<b>16.2%</b>
Less: Expenditures										
Operating cost	7,295.3	5,609.3	6,542.0	6,575.4	7,035.2	-3.6%	7.0%	25,761.9	22,972.4	12.1%
Staff cost	439.9	412.5	411.5	436.7	439.1	-0.2%	0.5%	1,699.8	1,454.9	16.8%
Other cost	305.4	182.0	252.8	272.9	310.0	1.5%	13.6%	1,017.7	984.4	3.4%
<b>EBITDA</b>	<b>886.3</b>	<b>757.5</b>	<b>1,045.1</b>	<b>1,091.8</b>	<b>1,193.0</b>	<b>34.6%</b>	<b>9.3%</b>	<b>4,087.4</b>	<b>2,612.2</b>	<b>56.5%</b>
Other Income	112.8	40.8	29.2	53.2	75.9	-32.7%	42.7%	199.1	254.7	-21.8%
Depreciation	280.3	247.3	256.4	255.2	371.3	32.5%	45.5%	1,130.2	928.1	21.8%
<b>EBIT</b>	<b>718.8</b>	<b>551.0</b>	<b>817.9</b>	<b>889.8</b>	<b>897.6</b>	<b>24.9%</b>	<b>0.9%</b>	<b>3,156.3</b>	<b>1,938.8</b>	<b>62.8%</b>
Interest	60.9	47.1	32.9	25.9	22.4	-63.2%	-13.5%	128.3	267.0	-51.9%
<b>Profit Before Tax</b>	<b>657.9</b>	<b>503.9</b>	<b>785.0</b>	<b>863.9</b>	<b>875.2</b>	<b>33.0%</b>	<b>1.3%</b>	<b>3,028.0</b>	<b>1,671.8</b>	<b>81.1%</b>
Tax	80.7	63.8	96.2	108.0	108.5	34.4%	0.5%	376.5	238.3	58.0%
<b>Profit after Tax</b>	<b>577.2</b>	<b>440.1</b>	<b>688.8</b>	<b>755.9</b>	<b>766.7</b>	<b>32.8%</b>	<b>1.4%</b>	<b>2,651.5</b>	<b>1,433.5</b>	<b>85.0%</b>
Extraordinary items	(26.3)	-	-	-	-	NA	NA	-	(130.6)	NA
<b>Net Profit</b>	<b>550.9</b>	<b>440.1</b>	<b>688.8</b>	<b>755.9</b>	<b>766.7</b>	<b>39.2%</b>	<b>1.4%</b>	<b>2,651.5</b>	<b>1,302.9</b>	<b>103.5%</b>
share in profits	104.1	34.6	72.8	72.2	97.1	-6.7%	34.5%	276.7	201.3	37.5%
Minority Int	8.9	6.0	7.5	8.8	9.8	10.1%	11.4%	32.1	32.9	-2.4%
<b>Net Profit</b>	<b>646.1</b>	<b>468.7</b>	<b>754.1</b>	<b>819.3</b>	<b>854.0</b>	<b>32.2%</b>	<b>4.2%</b>	<b>2,896.1</b>	<b>1,471.3</b>	<b>96.8%</b>
EPS	8.4	6.1	9.8	10.7	11.1	32.2%	4.2%	37.7	19.1	96.8%
<b>Operating Matrix</b>	<b>672.4</b>	<b>468.7</b>	<b>754.1</b>	<b>819.3</b>		<b>-100.0%</b>				
Operating cost/Sales	81.7%	80.6%	79.3%	78.5%	78.4%	-336	-13	79.1%	82.0%	-287
Staff cost/Sales	4.9%	5.9%	5.0%	5.2%	4.9%	-4	-32	5.2%	5.2%	3
Others/Sales	3.4%	2.6%	3.1%	3.3%	3.5%	3	20	3.1%	3.5%	-39
<b>EBITDA Margin</b>	<b>9.9%</b>	<b>10.9%</b>	<b>12.7%</b>	<b>13.0%</b>	<b>13.3%</b>	<b>336</b>	<b>26</b>	<b>12.6%</b>	<b>9.3%</b>	<b>323</b>
Net Margin	7.2%	6.7%	9.1%	9.8%	9.5%	228	-27	8.9%	5.3%	364
ETR	12.3%	12.7%	12.3%	12.5%	12.4%	13	-10	12.4%	14.3%	-182

Source: Company, AMSEC Research

**Exhibit5: 4QFY22 Segmental Highlights (Consolidated)**

Particulars (Rs. mn)	Q4FY21	Q1FY22	Q2FY22	Q3FY22	Q4FY22	y-o-y change	q-o-q change	FY22	FY21	y-o-y change
<b>Revenue (Rs mn)</b>			7.8%	7.5%	14.3%					
Freight	4,762.9	3,646.7	4,127.9	4,323.1	4,797.4	0.7%	4.7%	16,895.1	14,785.2	14.3%
SCM	3,041.4	2,262.6	2,843.3	2,787.9	2,745.2	-9.7%	-1.9%	10,639.0	9,738.2	9.3%
Coastal Shipping	1,301.0	1,149.7	1,342.2	1,479.1	1,606.8	23.5%	10.2%	5,577.8	3,952.8	41.1%
Wind	5.3	15.0	20.8	5.5	11.5	117.0%	-73.6%	52.8	5.3	896.2%
Others/inter segment	(183.7)	(112.7)	(82.8)	(218.8)	(183.6)	-0.1%	164.3%	(597.9)	(457.6)	30.7%
<b>Total</b>	<b>8,926.9</b>	<b>6,961.3</b>	<b>8,251.4</b>	<b>8,376.8</b>	<b>8,977.3</b>	<b>0.6%</b>	<b>1.5%</b>	<b>32,566.8</b>	<b>28,023.9</b>	<b>16.2%</b>
<b>EBIT (Rs mn)</b>										
Freight	189.6	126.9	162.1	187.5	198.1	4.5%	5.7%	674.6	523.5	28.9%
SCM	208.9	120.7	166.3	166.8	195.0	-6.7%	16.9%	648.8	607.3	6.8%
Coastal Shipping	305.5	293.3	480.0	539.5	476.8	56.1%	-11.6%	1,789.6	735.5	143.3%
Wind	(0.7)	9.8	15.4	15.4	5.6	-900.0%	-63.6%	46.2	14.5	218.6%
<b>Total</b>	<b>703.3</b>	<b>550.7</b>	<b>823.8</b>	<b>909.2</b>	<b>875.5</b>	<b>24.5%</b>	<b>-3.7%</b>	<b>3,159.2</b>	<b>1,880.8</b>	<b>68.0%</b>
<b>EBIT %</b>						bps	bps			
Transport	4.0%	3.5%	3.9%	4.3%	4.1%	15	(21)	4.0%	3.5%	45
SCM	6.9%	5.3%	5.8%	6.0%	7.1%	23	112	6.1%	6.2%	(14)
Coastal Shipping	23.5%	25.5%	35.8%	36.5%	29.7%	619	(680)	32.1%	18.6%	1,348
Wind	-13.2%	65.3%	74.0%	280.0%	48.7%	6,190	(23,130)	87.5%	273.6%	(18,608)
<b>Total</b>	<b>7.9%</b>	<b>7.9%</b>	<b>10.0%</b>	<b>10.9%</b>	<b>9.8%</b>	<b>187</b>	<b>(110)</b>	<b>9.7%</b>	<b>6.7%</b>	<b>299</b>

Source: Company, AMSEC Research



## ■ KTA from the earnings call

### Freight Division

- Freight performance in Q4 was sluggish due to high base, otherwise almost growing inline with long term average.
- Freight rates increased by 5-10% across sectors.
- LTL business contributed 35% of freight business compared to 33% in FY21. RoCE from freight business crossed 20% targeted mark because of scale in better LTL segment.
- Margin in freight business increased due to 1) better utilization (load factor) 2) mix change and 3) new contracts. Further, base quarter margin impacted due to adverse mix change.

### SCM

- SCM business impacted due to supply side disruption in automobile and sudden drop in farm equipment.
- 75-85% of SCM business comes from mobility (PV, farm equipment, UV, etc.).
- Many customers are moving from 'Just In Time' to 'Just In Case', resulting in higher demand for warehousing and supply chain managers.
- Adding capabilities in chemicals and ecommerce.
- Expecting 15% plus top line and bottom line growth in FY23 due to good pent up demand.

### Coastal Shipping

- Coastal shipping business continues to ride high on increase in freight rates and good high value return cargo from Myanmar.
- With some seasonal volatility, freight rates remain stable.
- Did 3 drydocks in FY22 and planning 3 dry docks in FY23.
- Ship acquisition will happen fag end of the year which will restrict the growth in shipping division for FY23.
- Despite inflation in ships, payback remains 6-7 years in coastal shipping division due to much improved freight/container rates.

### JV & Associates

- FY22 performance, TCI CONCOR, TCI Cold chain and Transystem revenue grew by -7%/62%/30% y-o-y respectively.
- Better growth in Transystem is on the back of strong performance delivery by the anchor client (Toyota Kirloskar).

### Capex

- Incurred a capex of Rs 468mn in FY22. Capex intensity may increase significantly in FY23 owing to ship acquisition (where it increases the budget for acquiring the ship).
- Shipping division will see Rs 1.2-1.3bn capex towards ship and container acquisitions.
- However, ship prices are still at escalated level.

### Margin and growth guidance

- Most contracts fuel price escalation and de-escalation which gets triggers with 5% movement in fuel prices in either direction.
- Despite some expected margin moderation in coastal shipping, EBITDA margin likely to remain at the current level but difficult to improve from the current level.
- Coastal shipping division may see margin compression but that will be compensated by margin expansion in other divisions.
- Reduction in useful life of all ships resulted in high depreciation but it will normalize in the coming quarters.
- Witnessing some near term headwinds and maintaining 10-15% revenue and earnings growth in FY23 largely led by LTL freight and SCM whereas coastal shipping division likely to see muted growth.



## Financials (Consolidated)

(Rs mn)

## Profit and Loss Statement

Y/E (Mar)	FY20	FY21	FY22	FY23E	FY24E
<b>Income from operation</b>	<b>27,178</b>	<b>28,024</b>	<b>32,567</b>	<b>36,856</b>	<b>41,735</b>
Less:					
Operating expenses	22,143	22,972	25,766	29,485	33,388
Staff expenses	1,572	1,455	1,700	1,843	2,087
Admin and other exp.	1,058	984	1,013	1,106	1,252
<b>EBITDA</b>	<b>2,405</b>	<b>2,612</b>	<b>4,087</b>	<b>4,423</b>	<b>5,008</b>
Depreciation	825	928	1,130	1,202	1,307
<b>Operating profit</b>	<b>1,580</b>	<b>1,684</b>	<b>2,957</b>	<b>3,221</b>	<b>3,702</b>
Other income	201	255	199	225	255
<b>EBIT</b>	<b>1,782</b>	<b>1,939</b>	<b>3,156</b>	<b>3,446</b>	<b>3,957</b>
Interest	343	267	128	53	53
Exceptional items	-	-	-	-	-
<b>Profit before tax</b>	<b>1,438</b>	<b>1,672</b>	<b>3,028</b>	<b>3,394</b>	<b>3,904</b>
Tax	159	238	377	543	625
<b>PAT</b>	<b>1,279</b>	<b>1,433</b>	<b>2,652</b>	<b>2,851</b>	<b>3,279</b>
Share Profit from JVs	252	201	277	338	379
Minority Interest	(8)	(33)	-	-	-
EO Items	(99)	(131)	-	-	-
<b>Net Profit</b>	<b>1,424</b>	<b>1,471</b>	<b>2,928</b>	<b>3,189</b>	<b>3,658</b>
Share O/s mn	76.9	77.1	77.4	77.4	77.4
EPS Rs	18.5	19.1	37.9	41.2	47.3

## Balance Sheet

Y/E Mar	FY20	FY21	FY22	FY23E	FY24E
<b>APPLICATION OF FUNDS :</b>					
<b>Non Current Assets</b>					
Gross Fixed Assets	14,600	15,454	16,416	17,916	19,416
Less: Accumulated Dep.	7,117	8,045	9,176	10,377	11,684
<b>Fixed Assets</b>	<b>7,483</b>	<b>7,409</b>	<b>7,241</b>	<b>7,539</b>	<b>7,732</b>
Capital work in progress	216	52	73	73	73
Right to use	234	638	773	773	773
Noncurrent investment	1,354	1,500	1,780	2,118	2,496
Deferred tax assets	-	-	-	-	-
Long term loans and adv.	-	-	-	-	-
Other non-current assets	-	-	-	-	-
<b>Current Assets</b>					
Inventories	66	71	85	81	91
Sundry debtors	4,873	5,110	5,083	5,752	6,513
Cash and bank	259	395	745	2,441	4,550
Short loans and advances	2,349	2,213	2,492	2,821	3,194
Others current assets	-	-	-	-	-
<b>Total Assets</b>	<b>16,833</b>	<b>17,388</b>	<b>18,270</b>	<b>21,597</b>	<b>25,424</b>
<b>SOURCES OF FUNDS :</b>					
Share Capital	154	154	155	155	155
Reserves	10,085	11,543	14,148	17,123	20,568
<b>Shareholders Funds</b>	<b>10,239</b>	<b>11,697</b>	<b>14,303</b>	<b>17,278</b>	<b>20,722</b>
Minority interest	57	86	274	274	274
<b>Non-Current Liabilities</b>					
Long term borrowings	3,686	2,347	619	619	619
Lease Liability	35	208	265	265	265
Deferred tax liability	302	273	276	276	276
Other long term liabilities	-	-	-	-	-
Long-term provisions	-	-	-	-	-
<b>Current Liab &amp; Prov</b>	<b>2,515</b>	<b>2,777</b>	<b>2,534</b>	<b>2,886</b>	<b>3,268</b>
<b>Total Equity &amp; Liab.</b>	<b>16,833</b>	<b>17,388</b>	<b>18,270</b>	<b>21,597</b>	<b>25,424</b>
Net working capital	4,772	4,618	5,125	5,767	6,531
Total Gross Debt	3,686	2,347	619	619	619
Total Net debt	3,426	1,952	(125)	(1,822)	(3,931)
Total capital employed	14,318	14,611	15,736	18,711	22,156

## Cash Flow Statement

Y/E (Mar)	FY20	FY21	FY22	FY23E	FY24E
<b>PBT</b>	<b>1,591</b>	<b>1,743</b>	<b>3,028</b>	<b>3,394</b>	<b>3,904</b>
Non-cash adjustments	1,273	1,344	1,321	1,254	1,359
Changes in working capital	231	181	(163)	(642)	(763)
Tax & Interest Paid	(410)	52	(494)	(543)	(625)
<b>Cashflow from operations</b>	<b>2,428</b>	<b>3,047</b>	<b>3,680</b>	<b>3,463</b>	<b>3,875</b>
Capital expenditure	(1,321)	(1,241)	(707)	(1,500)	(1,500)
Change in investments	(14)	(17)	(31)	-	-
Other investing cashflow	(18)	196	35	-	-
<b>Cashflow from investing</b>	<b>(1,353)</b>	<b>(1,062)</b>	<b>(702)</b>	<b>(1,500)</b>	<b>(1,500)</b>
Issue of equity	24	40	34	-	-
Issue/repay debt	-	-	-	-	-
Interest Paid	(343)	(302)	(105)	(53)	(53)
Incr. / (Dec.) in Loan Funds	(517)	(1,419)	(2,148)	-	-
Dividends paid	(201)	(96)	(410)	(214)	(214)
Other financing cashflow	67	(73)	49	-	-
<b>Cashflow from financing</b>	<b>(971)</b>	<b>(1,849)</b>	<b>(2,628)</b>	<b>(266)</b>	<b>(266)</b>
<b>Change in cash &amp; cash eq</b>	<b>104</b>	<b>136</b>	<b>350</b>	<b>1,697</b>	<b>2,109</b>
<b>Opening cash &amp; cash eq</b>	<b>155</b>	<b>259</b>	<b>395</b>	<b>745</b>	<b>2,441</b>
<b>Closing cash &amp; cash eq</b>	<b>259</b>	<b>395</b>	<b>745</b>	<b>2,441</b>	<b>4,550</b>
<b>Free cash flow to firm</b>	<b>1,107</b>	<b>1,806</b>	<b>2,973</b>	<b>1,963</b>	<b>2,375</b>

## Ratios

Y/E (Mar)	FY20	FY21	FY22	FY23E	FY24E
<b>PER SHARE</b>					
EPS Rs	18.5	19.1	37.9	41.2	47.3
CEPS Rs	29.3	31.1	52.5	56.8	64.2
Book Value Rs	133.2	151.7	184.9	223.4	267.9
<b>VALUATION</b>					
EV / Net Sales	0.6	0.8	1.5	1.5	1.3
EV / EBITDA	7.3	8.4	11.9	12.6	10.7
P / E Ratio	10.0	13.6	16.7	18.1	15.7
P / BV Ratio	1.4	1.7	3.4	3.3	2.8
FCF Yield (%)	7.8	9.0	6.1	3.4	4.1
<b>GROWTH YOY%</b>					
Sales Growth	-1.3	3.1	16.2	13.2	13.2
EBITDA Growth	-3.6	8.6	56.5	8.2	13.2
Net Profit Growth	-2.0	3.3	99.0	8.9	14.7
Gross Fixed Asset Growth	7.7	5.8	6.2	9.1	8.4
<b>PROFITABILITY</b>					
Gross Profit/ Net sales (%)					
EBITDA / Net Sales (%)	8.9	9.3	12.6	12.0	12.0
EBIT / Net sales (%)	6.6	6.9	9.7	9.4	9.5
NP / Total income (%)	5.2	5.3	9.0	8.7	8.8
CFO (pre-tax) / EBITDA (%)	118.0	114.7	102.1	90.6	89.9
CFO (post-tax) / PAT(%)	170.5	207.1	125.7	108.6	105.9
ROE (%)	14.9	13.4	22.5	20.2	19.3
ROCE (%)	13.2	13.9	21.8	21.0	20.2
Tax / PBT %	11.1	14.3	12.4	16.0	16.0
<b>TURNOVER</b>					
Net Working Cycle	58	58	50	49	49
Debtors Velocity (Days)	65	67	57	57	57
Inventory (Days)	1	1	1	1	1
Creditors Velocity (Days)	9	10	9	9	9
Current Ratio	3.0	2.8	3.3	3.8	4.4
Quick Ratio	3.0	2.8	3.3	3.8	4.4
<b>LIQUIDITY</b>					
Gross Asset Ratio	1.9	1.9	2.0	2.1	2.2
Total Asset Ratio	2.0	1.9	2.1	2.1	2.0
Net Debt-Equity Ratio	0.3	0.2	0.0	-0.1	-0.2
Interest Coverage	4.6	6.3	23.0	61.2	70.3
<b>PAYOUT</b>					
Payout %	20.0	20.0	20.0	20.0	20.0
Dividend %	131.0	62.1	264.8	138.0	138.0
Yield %	1.4	0.5	0.8	0.4	0.4



## Recommendation rationale

<b>Buy:</b> Potential upside of	>+15% (absolute returns)
<b>Accumulate:</b>	>+5 to +15%
<b>Hold/Reduce:</b>	+5 to -5%
<b>Sell:</b>	< -5%
<b>Not Rated (NR):</b>	No investment opinion on the stock

## Sector rating

<b>Overweight:</b>	The sector is expected to outperform relative to the Sensex.
<b>Underweight:</b>	The sector is expected to underperform relative to the Sensex.
<b>Neutral:</b>	The sector is expected to perform in line with the Sensex.

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