

April, 2021

GEMADEPT CORPORATION (HSX: GMD)
Gemalink To Strongly Boost Earnings Growth Outlook

(VND bn)	Q4-FY20	Q3-FY20	+/- qoq	Q4-FY19	+/- yoy
Net revenue	705	692	2%	647	9%
PAT	58	97	-40%	67	-13%
EBIT	50	145	-66%	53	-5%
EBIT margin	7.1%	21.0%	-13.9 pps	8.2%	-1.1 pps

Source: GMD, Rong Viet Securities

Q1-2021 Forecast – Losses from Gemalink to dent PBT's growth rate

- We project that quarterly net sales will come at VND687Bn (USD30Mn), relatively unchanged versus last year, while PBT will drop by 19% YoY to VND115Bn (USD5Mn) mainly due to losses from the newly operated deep-sea container terminal Gemalink (GML). We forecast that GML will incur a loss of VND81Bn (USD4Mn) in Q1-2021.
- Port operation segment's revenue to grow by 22% YoY to VND617Bn (USD27Mn) on the back of an 8% YoY surge in throughput volume at GMD's port cluster in the North.

2021 Outlook – Northern ports' improved volume growth to compensate for GML's losses

- Projected revenue and PBT will respectively grow by 7% YoY and 26% YoY to VND2,785Bn (USD120Mn) and VND647Bn (USD28Mn).
- Total throughput volume will stand at 2.1 mn TEU (+18% YoY), mainly boosted by Nam Dinh Vu Port as the terminal attracts new shipping services. Consequently, the port operation segment revenue is expected to rise by 14% YoY.
- We project that GML will incur a net loss of VND80Bn (USD4Mn) in 2021.

Valuation and recommendation

With the worst likely over, we reckon that GMD, with its extensive port network across Vietnam, is set to ride on the global trade recovery with the reopening of economies and Vietnam's increasingly important position in the global supply chain as well. On the back of this, we strongly believe that the GMD's flagship terminal, Gemalink (GML), along with Nam Dinh Vu Port will receive more new shipping services and, hence, growing container throughput volume to become the key earnings growth driver for GMD in the next few years. While GMD's associated profit will likely experience a setback from projected GML's net loss in 2021F, we also expect GML to quickly turn profitable in 2022F, strongly bolstering GMD's PBT growth of 55% in 2022F from 26% in 2021F. Catalysts come from seaport tariffs hike and GML's successful partnership with a new shipping line through a transfer of GMD's stake in GML.

To reflect the better outlook of GMD's Hai Phong ports and GML, we revise up our target price by 23% to **VND43,600**. Although weak profitability of GML in the early phase could hamper GMD's Q1-2021 profit growth and might impact the stock price, we believe this will be a good opportunity to **BUY** the stock with an **expected total return of 30%** as of the closing price on April 29th, 2021.

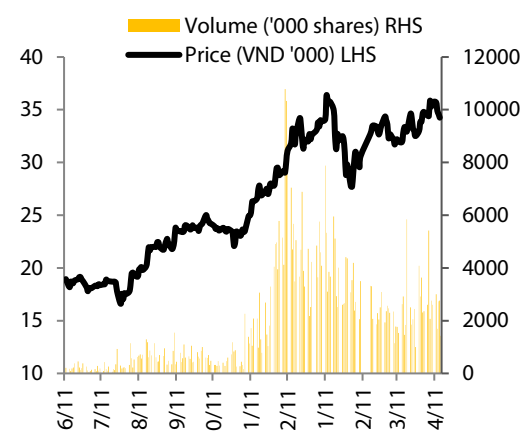
BUY +30%

Target price (VND)	43,600
Current market price (VND)	34,200

Cash dividend (VND)	1,000
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Stock Info	
Sector	Industrial
Market Cap (VND billion)	10,187
Current Shares O/S	301.4
Avg. Daily Volume (in 20 sessions)	2,611,810
Free float (%)	63.6
52 weeks High	36,350
52 weeks Low	16,596
Beta	1.17

	FY2020	Current
EPS	1,249	1,249
EPS Growth (%)	-28.3	-28.3
Diluted EPS	1,249	1,249
P/E	25.6	25.6
P/B	1.4	1.4
EV/EBITDA	13.3	13.3
Cash dividend yield (%)	3.0	3.0
ROE (%)	6.3	6.3

Price performance


Major Shareholders (%)	
SSJ Consulting Vietnam Ltd.	10.0
KIMC	7.1
Foreign ownership remaining room (%)	11.4

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Exhibit 1: Q4-2020 Results

(VND Bn)	Q4-FY20	Q3-FY20	+/- (qoq)	Q4-FY19	+/- (yoy)
Net revenue	705	692	2.0%	647	9.0%
Gross profit	197	258	-23.8%	209	-5.9%
SG&A	147	113	30.0%	156	-6.1%
Operating income	50	145	-65.5%	53	-5.3%
EBITDA	153	248	-38.2%	149	2.7%
EBIT	50	145	-65.5%	53	-5.3%
Financial expenses	22	39	-42.9%	29	-22.0%
- Interest Expenses	33	36	-7.0%	37	-10.6%
Dep. and amortization	103	102	0.6%	96	7.1%
Non-recurring items (*)					
Extraordinary items (*)					
PBT	85	146	-41.4%	93	-8.0%
PAT	58	97	-40.0%	67	-12.6%
(*) Adjusted PAT	58	97	-40.0%	67	-12.6%

Source: GMD, Rong Viet Securities

Exhibit 2: Q4-2020 Performance Analysis

Particulars	Q4-FY20	Q3-FY20	+/- (qoq)	Q4-FY19	+/- (yoy)
Profitability Ratios (%)					
Gross Margin	27.9	37.3	-9.4 pps	32.3	-4.4 pps
EBITDA Margin	21.7	35.8	-14.1 pps	23.0	-1.3 pps
EBIT Margin	7.1	21.0	-13.9 pps	8.2	-1.1 pps
Net Margin	8.2	14.0	-5.8 pps	10.3	-2.0 pps
Adjusted Net Margin	8.2	14.0	-5.8 pps	10.3	-2.0 pps
Turnover *(x)					
-Inventories	28	18	9.6	22	6.0
-Receivables	8	8	0.7	7	1.2
-Payables	1	0	0.1	0	0.1
Leverage (%)					
Total liabilities/ Equity	26.7%	27.0%	-0.3 pps	27.9%	-1.2 pps

Source: Rong Viet Securities

Exhibit 3: Q1-2021 Performance Forecast

Particulars (VND Bn)	Q1-FY21	+/- qoq	+/- yoy
Revenue	687	-3%	14%
Gross profit	261	32%	10%
EBIT	144	187%	22%
PBT	115	34%	-19%

Source: Rong Viet Securities

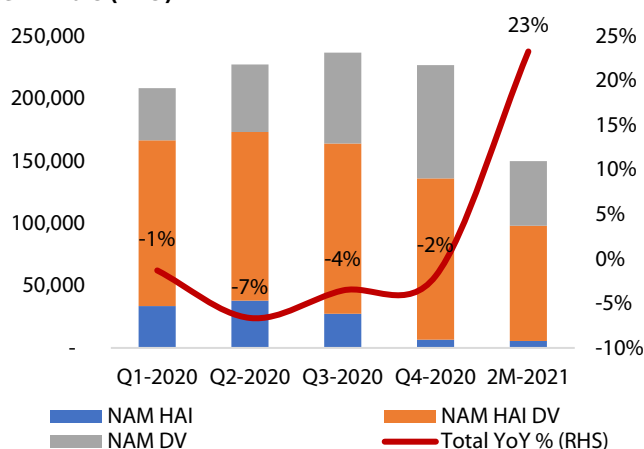
Update

Early signs point to stronger 2021 throughput volume growth for GMD's Hai Phong ports

Throughput volume recovery momentum continues in 2M-2021. After gradually recovering in Q4-2020 in terms of growth rate (figure 1), GMD's Hai Phong volume recovery improved further into positive territory in 2M-2021, posting a 23% growth YoY and bringing volume in the period to just under 150 thousand TEUs.

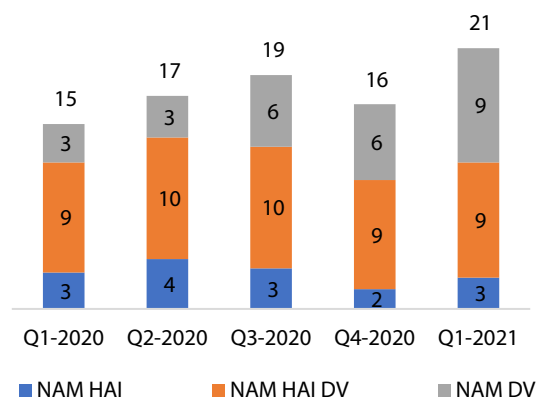
Regarding current container shipping services, following the intentional rotation of domestic services operated by CJ Gemadept Shipping from Nam Hai Port to Nam Dinh Vu Port (NDV) in Q2-2020, NDV successfully attracted two new services from CMA-CGM and ZIM in late 2020. As such, the number of weekly calls at NDV has jumped to nine trips by Q1-2021 per our estimate while Nam Hai Port is now serving two container weekly services for Asean Seas Line that are bound to Hong Kong and China (figure 2). In the meantime, operation at Nam Hai Dinh Vu Port has been relatively stable with nine to ten weekly calls since Q1-2020 till now, and is running at its designed capacity (est. 2020 throughput volume: 535k TEUs).

Figure 1: Estimated throughput volume at GMD Hai Phong terminals (TEU)



Source: Rong Viet Securities

Figure 2: Estimated weekly vessel calls at GMD Hai Phong terminals by quarter



Source: Hai Phong Maritime Administration, Rong Viet Securities

Nam Dinh Vu Port to drive the growth. Given the low base in 2020 due to a loss of customers and impacts from the pandemic, GMD's throughput volume in Hai Phong is poised to enjoy robust growth in 2021 of 30% on the back of the above mentioned new shipping services at NDV. Over the next two years, we expect this port to attract new shipping services (table 1) owing to Vietnam's positive trade flow outlook, and become the key growth driver for this port cluster of GMD, since NHDV has faced port congestion due to full utilization. Besides, GMD also considers expanding the NDV this year, delayed by one year from the original plan due to lower volume than expected. Estimated construction time is one year, and hence phase 2 is slated to be operational in 2H-2022.

Table 1: GMD's Hai Phong ports throughput volume forecast (thousand TEU)

Terminal	2019	2020	2021F	2022F	2023F
Nam Hai	141	106	73	68	62
Number of weekly services	3	3	2	2	2
Nam Hai Dinh Vu	457	535	543	552	562
Number of weekly services	8	9	9	9	9
Nam Dinh Vu	334	260	553	676	799
Number of weekly services	5	4	9	11	13
Total	932	898	1,169	1,296	1,423
YoY %	-1%	-4%	30%	11%	10%

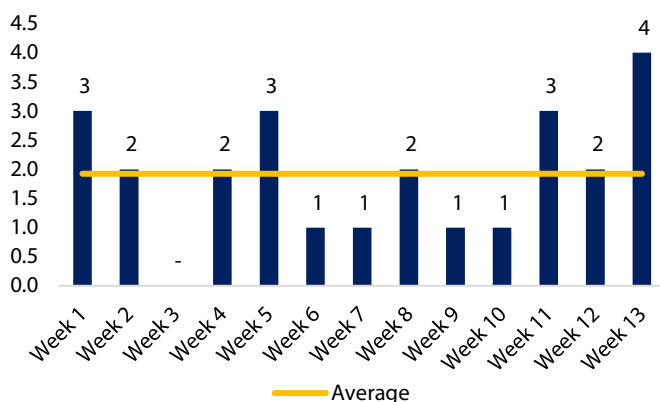
Source: Rong Viet Securities

Gemalink: Projected loss of VND81Bn in Q1-2021; Forecasted utilization rate of 46% for 2021

CMA-CGM, a shareholder with an effective ownership of 12.25% in Gemalink (GML), has quickly established two services named Columbus JAX and Pacific Express 3 (see appendix 1) at the port (by shifting these from Cai Mep International Terminal CMIT) as soon as the terminal commenced operation in Jan 19th, 2021. Theoretically, GML on average serves three weekly calls from these services: two from Columbus JAX (one bound for the US West Coast and one for the US East Coast), one from Pacific Express 3 (bound for the US West Coast).

GML served 19 mother vessel calls in Q1-2021 (figure 3), posting a throughput volume of 89K TEUs for the period, according to TCIT. Thereby, we estimate that GML will incur losses of VND81Bn in Q1-2021, and contribute an associated loss of about VND53Bn to GMD's quarterly P/L statement since GMD's effective ownership in GML is 65%. **Our full-year forecast for GML's throughput volume and net loss are 686K TEUs (utilization rate: 46%) and -VND80Bn, respectively.** Further forecast is shown in table 6.

Figure 3: Gemalink weekly vessel calls since initiation



Source: Vung Tau Maritime Administration, Rong Viet Securities;
 Week 1 starting from Jan 18th 2021.

Table 2: Throughput volume at Cai Mep – Thi Vai container terminals (Thousand TEUs)

Terminal	2018	2019	2020	Q1-2021
TCIT+TCCT	1,632	1,957	2,090	490
YoY%	23%	20%	7%	-9%
CMIT	792	907	1,027	242
YoY%	9%	15%	13%	10%
TCTT	470	649	740	165
YoY%	21%	38%	14%	-20%
SSIT	52	229	554	231
YoY%	-	343%	142%	286%
GEMALINK Phase1	-	-	-	0.09
Total	2,946	3,742	4,410	1,128
YoY%	21%	27%	18%	10%

Source: TCIT, Rong Viet Securities

In a recent meeting with the company, GMD shared an ambitious plan that it will push for the second phase of GML by this year which would add 900K TEU more in the capacity via construction (i.e: extending main berth, feeder berth) and equipment purchase (i.e: quay cranes and RTGs). The construction time will be around 1.5 years, which puts phase 2 to be operational by 2023. We think that capital funding for this phase (approx. USD 220 mn) will come from debt along with a possible private placement for new global container shipping line(s) since many of which have an interest in GML. In fact, GMD is in negotiation with global container liners to sell a stake in GML, planning to reduce its ownership to 51% from 65%. If the deal succeeds, this will be an upside potential to our forecast owing to additional throughput volume from new shareholders.

Figure 4: GML Phase 2 plan



Source: GMD

GMD's seaports could benefit from upcoming seaport tariffs hike

GMD expects the floor price of container handling services in Hai Phong and Cai Mep – Thi Vai to rise by another 10% in the next few months following MoT's approval. It's noteworthy that the draft circular that amends the tariffs was proposed in Q4 last year but hasn't been approved by the MoT yet. In the draft amendment to Circular 54/2018/TT-BGTVT of the Ministry of Transport (MoT), the minimum price for marine piloting, berthing, towage, container stevedoring services at seaports are proposed to increase from 2021-2023. The most recent seaport tariffs hike took place in early 2019.

Table 3: The proposed roadmap for increasing minimum seaport tariffs

Zone	2021	2022	2023
Hai Phong	+10%	+10%	+10%
Lach Huyen	+10%	0	+10%
HCMC	0	+10%	+10%
Cai Mep – Thi Vai, Vung Tau	+10%	0	+10%

Source: Vinamarine, Rong Viet Securities

Forecast

Table 4: GMD Forecast

Unit: VND Bn	2020	2021F	YoY %	Assumptions
Revenue	2,606	2,785	7%	
Port operation	2,172	2,474	14%	We expect GMD's Hai Phong ports to enjoy solid growth of 30% in terms of throughput volume thanks to new services at Nam Dinh Vu Port as shown in table 1. Meanwhile, a setback of average yield/TEU of -1% (due to different cargo mix of higher bulk cargo in Nam Hai Port) will result in a growth rate of 29% for this port cluster's revenue. In the meantime, we expect GMD Dung Quat and GMD's Southern ports namely Phuoc Long ICD and Binh Duong port to maintain a moderate revenue growth rate of 10% YoY and 5% YoY, respectively.
Other	434	311	-28%	In 2021, GMD no longer records a revenue stream relating to GML's construction.
Gross profit	950	1,077	13%	
GPM	36.4%	38.7%	2.2pps	GPM is expected to improve mainly on the back of better economies-of-scale driven by higher throughput volume.
Selling expenses	-137	-147	7%	
Selling expenses/sales	5.3%	5.3%	0.0pps	
General and administration expenses	-341	-352	3%	
G&A expenses/sales	13.1%	12.6%	-0.5pps	
EBIT	471	578	23%	
EBIT margin	18.1%	20.7%	2.7pps	
Financial income	28	7	-76%	
Financial expenses	-159	-134	-16%	
Gain/(loss) from joint ventures	157	196	25%	
Gemalink	-33	-52	58%	
SCSC	153	168	10%	
Gemadept Logistics Holdings	43	51	20%	
Gemadept Shipping Holdings	-15	12	-181%	
Other JVs	10	17	71%	
PBT	513	647	26%	
PBT margin	19.7%	23.2%	3.5 pps	
NPAT-MI	371	477	29%	
Net profit margin	14.2%	17.1%	2.9 pps	
EPS (VND)	1,231	1,582	29%	

Source: GMD, Rong Viet Securities

Valuation

We use the sum-of-the-parts method to evaluate the stock. Our fair value estimate for GMD arrives at **VND43,600 per share**, implying a **total stock return of 39% as of the closing price on April 22nd, 2021**. Below is a valuation summary along with implied forward multiples, FCFF projections, and GML forecasts.

Table 5: Sum-of-the-parts valuation summary

Component	Methodology	Equity Value	GMD's ownership rate	Discount	Fair Equity Value attributable to GMD
Ports and logistics	5Y FCFF (WACC: 12.9%, g: 1%)	4,024		0%	4,024
Logistics & Shipping JVs		15,119			7,421
SCSC	P/E & FCFE	7,305	34.5%	0%	2,522
CJ GMD Logistics	P/E (@10x 2021F EPS)	1,039	49.1%	0%	510
CJ GMD Shipping	BV	173	51.0%	0%	88
Gemalink	10YFCFF (WACC:9.4%, g:1%)	7,339	65.1%	0%	4,780
Non-operating assets		2,007			1,223
Shares in other firms	BV	438		0%	438
Rubber subsidiaries	BV	1,569	100%	50%	784
Total (VND Bn)					13,147
Number of Shares (million)					301.4
Implied Price per Share					43,600
Implied 2021F P/E					27.7x
Implied 2022F P/E					17.2x
Implied 2021F EV/EBITDA					13.1x
Implied 2022F EV/EBITDA					12.4x

Source: Rong Viet Securities

Table 6: 5Y FCFF projection for GMD port and logistics businesses (excluding profit from JVs and extraordinary items)

Unit: VND Bn	2021F	2022F	2023F	2024F	2025F
Net income	285	290	323	358	386
+ Depreciation	428	421	418	415	413
+ Interest exp x (1-T)	101	114	119	97	74
- Changes in working capital	-11	-2	-2	-3	-3
- CAPEX	560	1,060	60	60	60
FCFF	265	-233	801	813	817

Source: Rong Viet Securities

Table 7: GML 10Y Forecasts

Unit: VND Bn	2021F	2022F	2023F	2024F	2025F	2026F	2027F	2028F	2029F	2030F
Throughput volume (Thousand TEUs)	686	1,170	1,430	1,560	1,690	1,820	1,950	1,950	2,080	2,210
Utilization rate	46%	78%	60%	65%	70%	76%	81%	81%	87%	92%
Revenue	991	1,859	2,272	2,479	2,685	2,892	3,098	3,098	3,305	3,511
COGS	635	939	1,271	1,343	1,415	1,488	1,560	1,560	1,632	1,704
Gross profit	356	920	1,001	1,136	1,270	1,404	1,538	1,538	1,673	1,807
GPM	36%	50%	44%	46%	47%	49%	50%	50%	51%	51%
SG&A	99	279	341	372	403	434	465	465	496	527
Interest expenses	337	361	462	504	457	411	365	318	271	224
PBT	-80	281	198	260	410	560	709	756	906	1,057
Net Income	-80	281	198	260	390	532	674	718	861	1004

Source: Rong Viet Securities

Table 8: 10Y FCFF projection for GML

Unit: VND Bn	2021F	2022F	2023F	2024F	2025F	2026F	2027F	2028F	2029F	2030F
Net income	-80	281	198	260	390	532	674	718	861	1,004
+ Depreciation	268	268	455	455	455	455	455	455	455	455
+ Interest exp x (1-T)	337	361	462	504	434	390	346	302	257	212
- CAPEX	-	2,520	2,520	20	20	20	20	20	20	20
FCFF	525	-1,611	-1,404	1,199	1,259	1,357	1,455	1,455	1,554	1,652

Source: Rong Viet Securities

Appendix 1: OCEAN alliance shipping service loops that connects with Vung Tau

Service	Using fleet of	Port of call
Columbus JAX  The map shows a shipping route starting from New York, Halifax, Norfolk, Charleston, and Savannah in the US. It goes west through the Atlantic, around Africa, through the Indian Ocean, and into the South China Sea, visiting Laem Chabang, Colombo, Vantian, Port Kelang, Singapore, and Vung Tau. It then returns to the US via the Pacific, visiting Oakland and Los Angeles. The route is labeled CJK.	CMA-CGM / APL	GEMALINK
Pacific Express 3  The map shows a shipping route starting from Busan, Korea, and going south to Shanghai, Ningbo, Hong Kong, Shekou, Vung Tau, and Singapore. It then goes west through the Pacific, visiting New Orleans, Houston, Mobile, and Miami. The route is labeled PEX3.	CMA-CGM / APL	GEMALINK
Cimex 6 Jade Express  The map shows a shipping route starting from Umm Qasr and Jebel Ali in the Middle East, going south to Shanghai, Ningbo, Hong Kong, Shekou, Taipei, Vung Tau, Kaohsiung, and Port Klang. It then goes west through the Pacific, visiting Tacoma, Oakland, and Los Angeles. The route is labeled CMX6JDX.	EVERGREEN	TAN CANG CAI MEP INTERNATIONAL (TCIT)
South Atlantic Express  The map shows a shipping route starting from Shanghai, Xiamen, Vantian, and Hong Kong, going south to Vung Tau. It then goes west through the Pacific, visiting New York, Charleston, and Savannah. The route is labeled SAX.	COSCO/OOCL	CAI MEP INTERNATIONAL TERMINAL (CMIT)

South China Sea


COSCO

 Tan Cang – Cai Mep
 International Terminal (TCIT)

French Asia Line 7


COSCO

 TAN CANG CAI MEP THI VAI
 TERMINAL
 (TCTT)

Source: CMA-CGM, Rong Viet Securities

Appendix 2: Throughput volume at Cai Mep – Thi Vai container terminals

Terminal	2019	2020	YoY %	2020 Utilization rate	Capacity (TEU)	Main berth length (m)	No of quay crane
TCIT+TCTT	1,957,083	2,089,555	7%	139%	1,500,000	890	9
CMIT	907,374	1,026,840	13%	89%	1,150,000	600	5
TCTT	648,835	739,725	14%	106%	700,000	600	4
SSIT	229,092	553,989	142%	35%	1,570,000	600	4
GEMALINK Phase 1	N.A	N.A	N.A	N.A	1,500,000	800	6
Total	3,742,384	4,410,109	18%	90%	4,920,000		

Source: VPA, Vung Tau Maritime Administration, Rong Viet Securities

	VND Billion			
INCOME STATEMENT	FY2019	FY2020	FY2021F	FY2022F
Revenue	2.643	2.606	2.785	3.003
COGS	1.630	1.656	1.708	1.829
Gross profit	1.013	950	1.077	1.174
Selling Expense	138	137	147	158
G&A Expense	331	341	352	370
Finance Income	107	28	7	3
Finance Expenses	147	159	134	134
Gain/(loss) from joint ventures	236	157	196	486
PBT	705	513	647	1,000
Prov. of Tax	91	72	86	98
Minority's Interest	97	70	84	135
PAT to Equity S/H	517	371	477	767
EBIT	544	471	578	645
EBITDA	910	879	1,005	1,066

%

FINANCIAL RATIO	FY2019	FY2020	FY2021F	FY2022F
Growth (%)				
Revenue	-2.4	-1.4	6.9	7.8
Operating Income	3.3	-3.5	14.4	6.0
EBITDA	-0.3	-13.5	22.7	11.8
PAT	-72.0	-28.3	28.6	60.8
Total Assets	1.4	-2.8	0.7	9.1
Equity	-0.1	0.4	3.4	7.9
Profitability (%)				
Gross margin	38.3	36.4	38.7	39.1
EBITDA margin	34.4	33.7	36.1	35.5
EBIT margin	20.6	18.1	20.7	21.5
Net margin	19.6	14.2	17.1	25.5
ROA	5.1	3.8	4.8	7.1
ROE	8.8	6.3	7.8	11.6
Efficiency				(times)
Receivable Turnover	3.4	3.5	3.3	3.3
Inventory Turnover	20.8	22.7	22.2	22.2
Payable Turnover	1.5	1.8	1.7	1.7
Liquidity				(times)
Current	0.7	0.8	0.8	0.7
Quick	0.6	0.8	0.7	0.6
Finance Structure (%)				
Total Debt/Equity	35.4	32.2	27.0	28.3
Current Debt/Equity	11.1	12.9	8.5	8.8
Long-term Debt/Equity	24.3	19.3	18.5	19.5

	VND Billion			
BALANCE SHEET	FY2019	FY2020	FY2021F	FY2022F
Cash and cash equivalents	186	428	188	58
Short-term investments	44	23	23	23
Accounts receivable	787	748	835	901
Inventories	78	73	77	82
Other current assets	92	84	90	97
Property, plant & equipment	4,876	4,635	4,797	5,419
Acquired intangible assets	566	507	477	452
Long-term investments	2,684	2,531	2,608	2,962
Other non-current assets	806	805	805	805
Total assets	10,120	9,835	9,901	10,800
Accounts payable	1,115	922	1,025	1,097
Short-term borrowings	652	763	521	577
Long-term borrowings	1,426	1,138	1,127	1,284
Other non-current liabilities	299	357	351	345
Bonus and Welfare fund	62	60	0	0
Technology-science, dev. fund	0	0	0	0
Total liabilities	3,553	3,240	3,024	3,303
Common stock and APIC	4,911	4,956	4,956	4,956
Treasury stock (enter as -)	0	0	0	0
Retained earnings	505	435	615	1,081
Other comprehensive income	307	358	376	395
Inv. and Dev. Fund	153	153	153	153
Total equity	5,876	5,901	6,099	6,584
Minority Interest	691	693	778	913

VALUATION RATIO (*)	FY2019	FY2020	FY2021F	FY2022F
EPS (dong)	1,741	1,249	1,582	2,545
P/E (x)	11.0	25.6	20.2	12.6
BV (dong)	19,789	19,875	20,238	21,845
P/B (x)	0.9	1.4	1.6	1.5
DPS (dong/cp)	1,500	1,000	1,000	1,000
Dividend yield (%)	7.3	3.0	3.0	3.0

VALUATION MODEL	Price	Weight	Average
Sum-of-the-parts	43,600	100%	43,600
Target price (VND)			43,600

VALUATION HISTORY	Price	Recommendation	Period
12/8/2020	35,300	Buy	Long term
11/27/2020	30,600	Accumulate	Long term

RESULT UPDATE

This report is created for the purpose of providing investors with an insight into the discussed company that may assist them in the decision-making process. The report comprises analyses and projections that are based on the most up-to-date information with the objective that is to determine the reasonable value of the stock at the time such analyses are performed. Through this report, we strive to convey the complete assessment and opinions of the analyst relevant to the discussed company. To send us feedbacks and/or receive more information, investors may contact the assigned analyst or our client support department.

RATING GUIDANCE

Ratings	BUY	ACCUMULATE	REDUCE	SELL
Total Return including Dividends in 12-month horizon	>20%	5% to 20%	-20% to -5%	<-20%

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