

Volaris

Reiterate Buy on strong 2024 guidance

Reiterate Rating: BUY | PO: 14.90 USD | Price: 8.80 USD

Volaris publishes strong 2024 guidance

The company published 1Q24 and 2024 guidance, with capacity dropping -16-18% YoY in both periods (mainly affected by Pratt & Whitney engine recall), and EBITDAR margins of 25-27% in 1Q24 (from 17% in 1Q23) and 31-33% in 2024 (from 26% 2023 margin guidance reiterated). This comes as a positive surprise. We now see Volaris trading at a 5.0x Adj. EV/EBITDAR for 2024 (vs 7.0-7.5x historical levels). Assuming current FX, fleet plan and expected grounded aircraft, the market prices in an EBITDAR margin of 27.5% for 2025 (vs BofAe now at 30%), assuming a 7x Adj. EV/EBITDAR multiple.

EBITDAR up +9-17% in 24 despite capacity down -16-18%

Volaris is more-than-offsetting a ~30% capacity reduction (down 16-18% YoY) by: 1) a positive yield environment, driven by the reduction of flight frequencies and some switching from domestic to international routes (as Mexican airlines can now expand capacity in US-Mexico's routes following FAA upgrade of Mexico's air safety rating in September 2023); and 2) the compensation from Pratt & Whitney, which we estimate at US\$320mn in 4Q23-4Q25 (assuming operating lease expenses of grounded aircraft are compensated). In addition, the current oil price curve is also supportive to Volaris' 2024 profitability (+3.8pp in margin YoY if fully absorbed by the company, on our estimates).

VLRS PO up to US\$14.9/sh from US\$12.5; Reiterate Buy

We updated our numbers with the current oil price curve, with jet fuel price down to U\$\\$2.7/gallon from U\$\\$3.0 (vs guided U\$\\$2.5-2.6), MXN current level, and increased yields, with Total revenue per available seat mile (TRASM) at U\$\\$9.2 cents, +11.6% YoY, from U\$\\$8.6 cents. Our 2024 EBITDAR margin expanded to 33% from 27% (vs guided 31-33%) while 2025 EBITDAR margin increased to 30% from 29%. Our local share PO increased to MXN26 (from MXN24). See Exhibits 1-2 for our new vs old numbers.

| Estimates(Dec) (US\$) | 2021A | 2022A | 2023E | 2024E | 2025E |
|--|-------|--------|---------|--------|--------|
| EPS | 1.09 | (0.27) | (0.56) | 0.15 | 0.09 |
| EPS Change (YoY) | NM | NM | -107.4% | NM | -40.0% |
| Consensus EPS (Bloomberg) | | | (0.53) | (0.02) | 1.70 |
| DPS | 0 | 0 | 0 | 0 | 0 |
| Common EPS (MXN) | 1.99 | (0.49) | (0.86) | 0.23 | 0.14 |
| Common DPS (MXN) | 0 | 0 | 0 | 0 | 0 |
| Valuation (Dec) | | | | | |
| P/E | 8.1x | NM | NM | 58.7x | 97.8x |
| EV/EBITDA* | 4.4x | 6.2x | 4.4x | 3.7x | 3.6x |
| Free Cash Flow Yield* | 43.9% | 17.1% | 16.8% | 23.9% | 30.1% |
| * For full definitions of <i>iQ</i> method SM measures, see page 6. | | | | | |

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Refer to important disclosures on page 7 to 10. Analyst Certification on page 5. Price
Objective Basis/Risk on page 5.

Timestamp: 12 January 2024 06:31AM EST

12 January 2024

Equity

| Key Changes | | |
|---------------|----------|---------|
| (US\$) | Previous | Current |
| Price Obj. | 12.50 | 14.90 |
| 2023E Rev (m) | 3,242.9 | 3,216.1 |
| 2024E Rev (m) | 2,725.1 | 2,936.9 |
| 2025E Rev (m) | 3,352.2 | 3,334.0 |
| 2023E EPS | -0.49 | -0.56 |
| 2024E EPS | -1.35 | 0.15 |
| 2025E EPS | -0.06 | 0.09 |
| | | |

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Stock Data

| Price (ADR / Common) | 8.80 USD / 14.87 MXN |
|-----------------------------|---------------------------|
| Price Objective | 14.90 USD / 26.00 MXN |
| Date Established | 12-Jan-2024 / 12-Jan-2024 |
| Investment Opinion | C-1-9 / C-1-9 |
| 52-Week Range | 5.52 USD - 15.05 USD |
| Market Value (mn) | 975 USD |
| Free Float | 0% |
| Average Daily Value | 4.39 USD |
| Shares Outstanding (mn) | 110.8 / 1,231.6 |
| BofA Ticker / Exchange | VLRS / NYS |
| BofA Ticker / Exchange | CTTRF / MEX |
| Bloomberg / Reuters | VLRS US / VLRS.N |
| ROE (2023E) | -32.0% |
| Net Dbt to Eqty (Dec-2022A) | -186.8% |

FAA: US Federal Aviation Administration

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iQprofile[™] Volaris

| <i>i</i> Q method [™] – Bus Performance* | | | | | |
|--|--|--|-------------------------------------|--|-------------------------------------|
| (US\$ Millions) | 2021A | 2022A | 2023E | 2024E | 20251 |
| Return on Capital Employed | 12.5% | 0.7% | 4.6% | 4.2% | 4.2% |
| Return on Equity | 55.3% | -11.3% | -32.0% | 9.8% | 5.7% |
| Operating Margin | 18.9% | 1.5% | 5.3% | 9.7% | 8.8% |
| Free Cash Flow | 429 | 167 | 164 | 233 | 293 |
| iQ method [™] – Quality of Earnings* | | | | | |
| (US\$ Millions) | 2021A | 2022A | 2023E | 2024E | 20251 |
| Cash Realization Ratio | 3.4x | NM | NM | 13.3x | 26.8> |
| Asset Replacement Ratio | Ox | 0x | Ox | 0x | 0 |
| Tax Rate | 19.8% | 75.8% | 1.8% | 71.2% | 84.6% |
| Net Debt-to-Equity Ratio | -139.7% | -186.8% | -84.9% | -43.0% | -37.6% |
| Interest Cover | 32.3x | 2.4x | 4.6x | 6.5x | 6.8> |
| Income Statement Data (Dec) | | | | | |
| (US\$ Millions) | 2021A | 2022A | 2023E | 2024E | 2025 |
| Sales | 2,214 | 2,845 | 3,216 | 2,937 | 3,334 |
| % Change | 114.5% | 28.5% | 13.0% | -8.7% | 13.5% |
| Gross Profit | NA | NA | NA | NA | NΑ |
| % Change | NA | NA | NA | NA | N/ |
| EBITDA | 826 | 584 | 832 | 970 | 1,001 |
| % Change | 308.7% | -29.3% | 42.4% | 16.7% | 3.2% |
| Net Interest & Other Income | (262) | (170) | (237) | (223) | (222 |
| Net Income (Adjusted) | 126 | (31) | (65) | 18 | 11 |
| % Change | NM | NM | -109.1% | NM | -37.6% |
| Free Cash Flow Data (Dec) | | | | | |
| (US\$ Millions) | 2021A | 2022A | 2023E | 2024E | 2025E |
| Net Income from Cont Operations (GAAP) | 126 | (31) | (65) | 18 | 11 |
| Depreciation & Amortization | 269 | 320 | 359 | 347 | 328 |
| Change in Working Capital | 48 | 24 | (203) | (49) | (131) |
| Deferred Taxation Charge | NA | NA | NA | NA | NΑ |
| Other Adjustments, Net | (14) | (147) | 73 | (83) | 85 |
| Capital Expenditure | 0 | 0 | 0 | 0 | (|
| Free Cash Flow | 429 | 167 | 164 | 233 | 293 |
| % Change | NM | -61.1% | -1.6% | 42.3% | 25.7% |
| Share / Issue Repurchase | NA | NA | NA | NA | NΔ |
| Cost of Dividends Paid | 0 | 0 | 0 | 0 | (|
| Change in Debt | (90) | (23) | 264 | 0 | (|
| Balance Sheet Data (Dec) | | | | | |
| (US\$ Millions) | 2021A | 2022A | 2023E | 2024E | 2025 |
| Cash & Equivalents | 741 | 712 | 710 | 642 | 634 |
| Trade Receivables | 106 | 240 | 256 | 215 | 289 |
| Other Current Assets | 131 | 114 | 170 | 154 | 206 |
| | | 2,665 | 3,069 | 2,712 | 3,449 |
| Property, Plant & Equipment | 2,372 | | | | |
| Other Non-Current Assets | 633 | 737 | 925 | 813 | |
| Other Non-Current Assets Total Assets | 633 3,983 | 737 4,468 | 5,130 | 813 4,536 | 5,546 |
| Other Non-Current Assets Total Assets Short-Term Debt | 633 3,983 197 | 737 4,468 112 | 5,130 165 | 813 4,536 163 | 5,546 |
| Other Non-Current Assets Total Assets Short-Term Debt Other Current Liabilities | 633 3,983 197 1,055 | 737 4,468 112 1,308 | 5,130 165 1,603 | 813 4,536 163 1,350 | 968 5,546 163 1,742 |
| Other Non-Current Assets Total Assets Short-Term Debt Other Current Liabilities Long-Term Debt | 633 3,983 197 1,055 108 | 737 4,468 112 1,308 161 | 5,130 165 1,603 401 | 813 4,536 163 1,350 398 | 5,546 163 1,742 396 |
| Other Non-Current Assets Total Assets Short-Term Debt Other Current Liabilities | 633 3,983 197 1,055 | 737 4,468 112 1,308 | 5,130 165 1,603 | 813 4,536 163 1,350 | 5,546 |

312

3,983

235

4,468

170

5,130

188

4,536

199

5,546

Company Sector

Airlines

Company Description

Volaris is the main ultra-low-cost carrier in Mexico and a leader in domestic market share. As a subsidiary of Indigo Partners - who holds interests in other low-cost airlines like Frontier Airlines, Wizz Air and JetSmart - Volaris inaugurated operations in Mexico in 2006, reducing industry fares and contributing to stimulate the demand. Volaris has one of the lowest CASM in the world. This competitive advantage enables the company to fly routes that legacy carriers are not able to.

Investment Rationale

We have a Buy rating as we see the stock as attractive and skewed to the upside, although we recognize a risk of the company having pressure results in upcoming quarters due to a higher oil price, as well as aircraft being grounded due to mandatory engine recalls.

Stock Data

| Average Daily Volume | 499,178 |
|----------------------|---------|
| Shares / Common | 0.09 |

Quarterly Earnings Estimates

| | 2022 | 2023 |
|----|--------|--------|
| Q1 | -0.42A | -0.61A |
| Q2 | -0.43A | 0.05A |
| Q3 | 0.35A | -0.34A |
| 04 | 0.24A | 0.34E |

| Key Changes | | |
|-------------|----------|---------|
| (MXN) | Previous | Current |
| Price Obj. | 24.00 | 26.00 |
| 2023E EPS | -0.75 | -0.86 |
| 2024E EPS | -2.06 | 0.23 |
| 2025E EPS | -0.09 | 0.14 |

* For full definitions of \emph{IQ} method $^{\text{SM}}$ measures, see page 6.

Total Equity

Total Equity & Liabilities

¹⁵⁰

Exhibit 1: Volaris' old vs new estimatesVolaris' 2024 EBITDAR increased to US\$970mn (33.0% margion) from US\$742mn (27.2% margin)

| | 2023 New | 2023 Old | Diff. (%) | 2024 New | 2024 Old | Diff. (%) | 2025 New | 2025 Old | Diff. (%) |
|---|----------|----------|-----------|----------|----------|-----------|----------|----------|-----------|
| Operating Figures | | | | | | | | | |
| RPM Total (mn) | 33,449 | 33,375 | 0% | 27,546 | 27,236 | 1% | 34,380 | 35,629 | -4% |
| ASM Total (mn) | 38,889 | 38,861 | 0% | 31,815 | 31,521 | 1% | 39,757 | 41,281 | -4% |
| Load factor | 86.0% | 85.9% | 0.1pp | 86.6% | 86.4% | 0.2pp | 86.5% | 86.3% | 0.2pp |
| Yield (US\$ Cents) | 9.2 | 9.3 | -1% | 10.2 | 9.6 | 7% | 9.3 | 9.0 | 3% |
| # of aircraft | 111.0 | 111.0 | 0% | 89.0 | 89.0 | 0% | 140.0 | 140.0 | 0% |
| PRASM (US\$ Cents) | 7.9 | 8.0 | -1% | 8.8 | 8.3 | 7% | 8.1 | 7.8 | 3% |
| TRASM (US\$ Cents) | 8.3 | 8.3 | -1% | 9.2 | 8.6 | 7% | 8.4 | 8.1 | 3% |
| CASM (US\$ Cents) | 7.8 | 7.9 | -1% | 8.3 | 8.4 | -1% | 7.7 | 7.5 | 2% |
| CASM Ex-Fuel (US\$ Cents) | 4.8 | 4.8 | 1% | 5.7 | 5.5 | 4% | 5.2 | 4.8 | 8% |
| Main Financials | | | | | | | | | |
| Net Revenues | 3,216 | 3,243 | -1% | 2,937 | 2,725 | 8% | 3,334 | 3,352 | -1% |
| Passenger | 3,078 | 3,101 | -1% | 2,809 | 2,602 | 8% | 3,203 | 3,214 | 0% |
| Cargo & Other | 138 | 142 | -3% | 128 | 123 | 4% | 131 | 138 | -5% |
| Operating Expenses | -3,045 | -3,061 | -1% | -2,653 | -2,652 | 0% | -3,041 | -3,082 | -1% |
| Salaries | -387 | -384 | 1% | -408 | -384 | 6% | -448 | -422 | 6% |
| Aircraft Fuel | -1,167 | -1,194 | -2% | -835 | -919 | -9% | -978 | -1,104 | -11% |
| Aircraft & other assets' Rent | -160 | -159 | 0% | -147 | -131 | 12% | -167 | -161 | 4% |
| Landling, take-off and navigation expenses | -487 | -482 | 1% | -404 | -396 | 2% | -541 | -520 | 4% |
| Other Operating Income | 12 | 12 | -2% | 29 | 27 | 8% | 33 | 34 | -1% |
| Sales, marketing and ditstribution expenses | -169 | -166 | 2% | -150 | -136 | 10% | -167 | -168 | -1% |
| Maintenance, materials and repairs | -94 | -94 | 0% | -81 | -81 | 0% | -99 | -99 | 0% |
| Depreciation and amortization | -501 | -501 | 0% | -540 | -537 | 1% | -542 | -527 | 3% |
| Other | -92 | -92 | 0% | -117 | -95 | 23% | -133 | -116 | 15% |
| EBIT | 171 | 182 | -6% | 283 | 74 | 285% | 293 | 270 | 8% |
| EBIT Margin | 5.3% | 5.6% | -0.3pp | 9.7% | 2.7% | 7.0pp | 8.8% | 8.1% | 0.7pp |
| EBIT ex-IFRS 16 | 23 | 35 | -32% | 223 | 13 | 1580% | 69 | 46 | 48% |
| EBIT Margin ex-IFRS 16 | 0.7% | 1.1% | -0.3pp | 7.6% | 0.5% | 7.1pp | 2.1% | 1.4% | 0.7pp |
| EBITDAR | 832 | 842 | -1% | 970 | 742 | 31% | 1,001 | 958 | 5% |
| EBITDAR Margin | 25.9% | 26.0% | -0.1pp | 33.0% | 27.2% | 5.8pp | 30.0% | 28.6% | 1.5pp |
| Net Income (loss) | -65 | -57 | n.m. | 18 | -155 | n.m. | 11 | -7 | n.m. |
| Net Margin | -2.0% | -1.8% | -0.3pp | 0.6% | -5.7% | 6.3pp | 0.3% | -0.2% | 0.5pp |

Source: Volaris, BofA Global Research estimates

BofA GLOBAL RESEARCH



Exhibit 2: Volaris' 2024 EV/EBITDABreakdown of PO calculation (US\$/sh). We take 2025 numbers to estimate Volaris' Price Objective as we see 2024 as a non-recurring year.

| EV / EBITDA Target | 2024E | 2025E |
|---|-------|---------|
| EBITDAR | 970.5 | 1,001.3 |
| Capitalized maintenance costs | 0.0 | 0.0 |
| Provision expenses related to aircraft return | 0.0 | 0.0 |
| Adjusted EBITDAR | 970.5 | 1,001.3 |
| Target Adj EV/EBITDAR Multiple | 7.0x | 7.0x |
| If adj. for maintenance cost capitalization | 0.0x | 0.0x |
| If adj. for privisions on retrurned aircraft | 0.0x | 0.0x |
| Adjusted target multiple | 7.0x | 7.0x |
| If adjustment for IFRS 16 | -1.4x | -1.9x |
| Adjusted target multiple | 5.6x | 5.1x |
| Target Adjusted EV | 6,793 | 7,009 |
| Adjusted Net debt | 3,800 | 4,955 |
| Cash | (642) | (634) |
| Gross debt | 561 | 559 |
| P&W further compensation beyond RENT expenses | - | - |
| Financial leases | - | - |
| Lease expenses' NPV | 3,881 | 5,030 |
| Lease payments to debt multiple | 7.0x | 7.0x |
| Annual lease payment (2023) | 554 | 719 |
| Lease liability | 2,545 | 3,158 |
| Lease liability/lease payment multiple | 4.6x | 4.4x |
| NPV vs lease liability | 1.5x | 1.6x |
| Target Equity value YE24 (US\$'000) | | 2,054 |
| Target Equity value N12M (US\$'000) | | 1,714 |
| COE | | 12.8% |
| Number of outstanding shares | | 115.2 |
| Price objective ADS - USD | | 14.9 |
| Price objective local share - MXN | | 26.0 |
| Source: BofA Global Research estimates | | |
| | | |

BofA GLOBAL RESEARCH



Price objective basis & risk

Volaris (VLRS / CTTRF)

We derive our US\$14.9 (MXN26.0) price objective from a 2025 Adjusted EV/EBITDAR target of 7.0x (slightly below historical levels pre-Covid 19). In order to have consistency among the sector and historical valuation levels, we do one valuation adjustment for Volaris that we judge as fair: 1) we assume 7x peers as a proxy for operating leases' NPV, as we calculate this reflects the economic value of leased aircraft better than lease liability (100% of Volaris' fleet has been done through operating leases).

Downside risks to our price objective are: 1) increases in oil price, 2) weakening of economic growth and air demand, 3) MXN depreciation, which could reduce the willingness of Mexicans to fly to the US, and also expand Volaris' costs in USD (mainly aircraft rent, fuel and aircraft maintenance), 4) stronger-than-expected competition and potential oversupply, 5) other pandemic crisis, closing countries' borders for international passengers, or reducing the willingness of people from traveling, 6) slower-than-expected or higher-than-expected impacts from aircraft engine recalls.

Analyst Certification

We, Rogerio Araujo and Gabriel Frazao, hereby certify that the views each of us has expressed in this research report accurately reflect each of our respective personal views about the subject securities and issuers. We also certify that no part of our respective compensation was, is, or will be, directly or indirectly, related to the specific recommendations or view expressed in this research report.

Latin America - Capital Goods & Transportation Coverage Cluster

| Investment rating | Company | Bof A Ticker | Bloomberg symbol | Analyst |
|-------------------|--|--------------|------------------|----------------|
| BUY | | | | |
| | Сора | CPA | CPA US | Rogerio Araujo |
| | GPS Participacoes e Empreendimentos S.A. | XKTRF | GGPS3 BZ | Rogerio Araujo |
| | Hidrovias do Brasil | XDXXF | HBSA3 BZ | Rogerio Araujo |
| | Localiza | LZRFF | RENT3 BZ | Rogerio Araujo |
| | Mills | MLSTF | MILS3 BZ | Rogerio Araujo |
| | Movida | XMBDF | MOVI3 BZ | Rogerio Araujo |
| | Rumo | RUMOF | RAIL3 BZ | Rogerio Araujo |
| | Volaris | VLRS | VLRS US | Rogerio Araujo |
| | Volaris | CTTRF | VOLARA MM | Rogerio Araujo |
| NEUTRAL | | | | |
| ILO I IVIL | Armac | XCVZF | ARML3 BZ | Rogerio Araujo |
| | Azul | XAZUF | AZUL4 BZ | Rogerio Araujo |
| | Azul | AZUL | AZUL US | Rogerio Araujo |
| | Randon | RPRTF | RAPT4 BZ | Rogerio Araujo |
| | Vamos | XPLPF | VAMO3 BZ | Rogerio Araujo |
| | WEG | WGSEF | WEGE3 BZ | Rogerio Araujo |
| | WEG | WEGZY | WEGZY US | Rogerio Araujo |
| UNDERPERFORM | | | | 5 , |
| OIIDENI ENI ONNI | CCR | CDCRF | CCRO3 BZ | Rogerio Araujo |
| | Ecorodovias | XVEDF | FCOR3 BZ | Rogerio Araujo |
| | Gol Linhas Aereas Inteligentes S.A. | GOL | GOL US | Rogerio Araujo |
| | Gol Linhas Aereas Inteligentes S.A. | XGOLF | GOLL4BZ | Rogerio Araujo |
| | lochpe-Maxion | IOCJF | MYPK3 BZ | Rogerio Araujo |
| | Tupy | TPYSF | TUPY3 BZ | Rogerio Araujo |



Qmethod ³⁴ Measures Definitions

| Di D | Nonconton | December 1 |
|----------------------------|--|---|
| Business Performance | Numerator | Denominator |
| Return On Capital Employed | NOPAT = (EBIT + Interest Income) \times (1 – Tax Rate) + Goodwill Amortization | Total Assets – Current Liabilities + ST Debt + Accumulated Goodwill |
| | | Amortization |
| Return On Equity | Net Income | Shareholders' Equity |
| Operating Margin | Operating Profit | Sales |
| Earnings Growth | Expected 5 Year CAGR From Latest Actual | N/A |
| Free Cash Flow | Cash Flow From Operations – Total Capex | N/A |
| Quality of Earnings | Numerator | Denominator |
| Cash Realization Ratio | Cash Flow From Operations | Net Income |
| Asset Replacement Ratio | Capex | Depreciation |
| Tax Rate | Tax Charge | Pre-Tax Income |
| Net Debt-To-Equity Ratio | Net Debt = Total Debt - Cash & Equivalents | Total Equity |
| Interest Cover | EBIT | Interest Expense |
| Valuation Toolkit | Numerator | Denominator |
| Price / Earnings Ratio | Current Share Price | Diluted Earnings Per Share (Basis As Specified) |
| Price / Book Value | Current Share Price | Shareholders' Equity / Current Basic Shares |
| Dividend Yield | Annualised Declared Cash Dividend | Current Share Price |
| Free Cash Flow Yield | Cash Flow From Operations – Total Capex | Market Cap = Current Share Price × Current Basic Shares |
| Enterprise Value / Sales | EV = Current Share Price × Current Shares + Minority Equity + Net Debt + | Sales |
| Enterprise value / Sules | Other LT Liabilities | |

EV/EBITDA Enterprise Value Basic EBIT + Depreciation + Amortization

Mounthood 3^M is the set of BofA Global Research standard measures that serve to maintain global consistency—under three broad headings: Business—Performance, Quality of Earnings, and validations. The key features of iQmethod are: A consistently structured, detailed, and transparent methodology. Guidelines to maximize the effectiveness of the comparative valuation process, and to identify some common pitfalls.

Consistency is one real time global research database that is sourced directly from our quity applying models, and includes forecasted as well as historical data for income statements. Palague should said the process of the comparative valuation process.

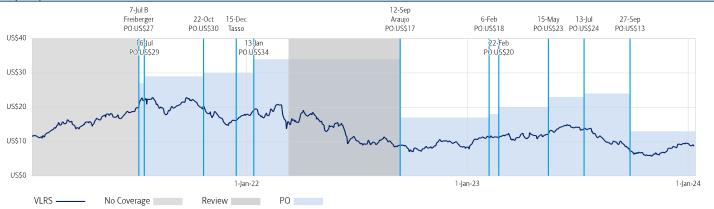
Redatabase is our real-time global research database that is sourced directly from our equity analysts' earnings models and includes forecasted as well as historical data for income statements, balance sheets, and cash flow statements for companies covered by BofA Global Research.

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Disclosures

Important Disclosures

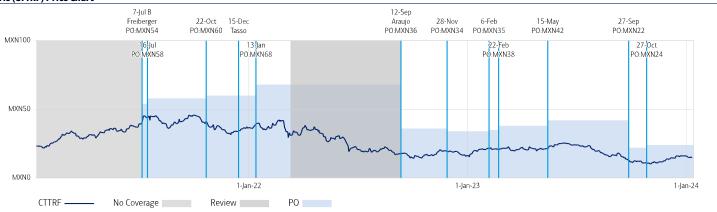
Volaris (VLRS) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

The Investment Opinion System is contained at the end of the report under the heading "Fundamental Equity Opinion Key". Dark grey shading indicates the security is restricted with the opinion suspended. Medium grey shading indicates the security is under review with the opinion withdrawn. Light grey shading indicates the security is not covered. Chart is current as of a date no more than one trading day prior to the date of the report.

Volaris (CTTRF) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

The Investment Opinion System is contained at the end of the report under the heading "Fundamental Equity Opinion Key". Dark grey shading indicates the security is restricted with the opinion suspended. Medium grey shading indicates the security is under review with the opinion withdrawn. Light grey shading indicates the security is not covered. Chart is current as of a date no more than one trading day prior to the date of the report.

Equity Investment Rating Distribution: Transport/Infrastructure Group (as of 31 Dec 2023)

| Coverage Universe | Count | Percent | Inv. Banking Relationships R1 | Count | Percent |
|-------------------|-------|---------|-------------------------------|-------|---------|
| Buy | 67 | 50.38% | Buy | 44 | 65.67% |
| Hold | 31 | 23.31% | Hold | 13 | 41.94% |
| Sell | 35 | 26.32% | Sell | 17 | 48.57% |

Equity Investment Rating Distribution: Global Group (as of 31 Dec 2023)

| Coverage Universe | Count | Percent | Inv. Banking Relationships R1 | Count | Percent |
|-------------------|-------|---------|-------------------------------|-------|---------|
| Buy | 1895 | 53.62% | Buy | 1083 | 57.15% |
| Hold | 832 | 23.54% | Hold | 454 | 54.57% |
| Sell | 807 | 22.84% | Sell | 383 | 47.46% |

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Investment rating Total return expectation (within 12-month period of date of initial rating) Ratings dispersion guidelines for coverage cluster^{R2}

 Buy
 ≥ 10%
 ≤ 70%

 Neutral
 ≥ 0%
 ≤ 30%

 Underperform
 N/A
 ≥ 20%

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