

# **Medical Technology**

# Red Sea disruptions unlikely to offset the medtech margin recovery

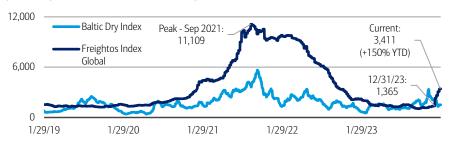
**Industry Overview** 

## Red Sea doesn't fully explain the medtech margin guides

Medtech 2024 revenue guides have been coming in above expectations but so far margins/EPS guides have been more in line (see Medtech, HMOs, and 2024 guides). We think companies are taking a conservative approach for now on margin guides (or baking in some potential M&A dilution). The only macro change has been the Red Sea disruptions. This factor seems small especially relative to the total margin recovery opportunity (medtech gross margins are 200-400bps below 2019 levels). There could be some secondary cost effects if the situation lingers but for now global shipping rates are still well below peak levels and BofA analysts think peak disruptions are being seen now (see report). Medtech shipping costs are 1-1.5% of total revenue and many companies have said they do not rely on the impacted shipping routes. However, if the situation does materially worsen, it would most likely be seen with BDX and BAX where shipping costs are 3-4% of revenue and both somewhat rely on the impacted routes. But these margin headwinds would likely only be in the ~10-20bps range. See inside for more on the Red Sea and medtech.

## Exhibit 1: Freightos Index Global and Baltic Dry Index - last 5 years

Global ocean freight rates, as measured by the Freightos Index Global, are up 150% YTD. The uptick in global freight costs is nowhere near the magnitude of that witnessed in 2021.



Source: Bloomberg

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## **Exhibit 2: Shipping costs % Medtech Revenue**

Disclosures in company filings suggest that shipping costs are a low-single-digit % of revenue

		Shipp	ing costs	(\$m)	Shipping costs % Revenue							
Ticker	'19	'20	'21	'22	'23	'19	'20	'21	'22	'23		
BAX	324	325	381	493		2.9%	2.8%	3.0%	3.3%			
BDX	511	551	641	751	733	3.0%	3.2%	3.4%	4.0%	3.8%		
BSX	144	146	194			1.3%	1.5%	1.6%				
CNMD	15	15	17	22		1.6%	1.7%	1.7%	2.1%			
EMBC	12	12				1.1%	1.1%					
EW	72	74	85	87		1.6%	1.7%	1.6%	1.6%			
MDT	350	347	308	354	351	1.1%	1.2%	1.0%	1.1%	1.1%		
PODD	10	10	11	13		1.3%	1.1%	1.0%	1.0%			

Source: Company filings. \*Note: MDT also includes certain shipping and handling costs in COGS (amount not disclosed).

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## **Tickers mentioned**

BDX = Becton Dickinson

BAX = Baxter

BSX = Boston Scientific

CNMD = Conmed

EMBC = Embecta

EW = Edwards

MDT = Medtronic

PODD = Insulet

## Acronym glossary

M&A = mergers and acquisitions

HMO = health maintenance organization

YTD = year to date

COGS = cost of goods sold

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# No medtech company has called Red Sea out as a major concern yet when we've asked

## Exhibit 3: Company commentary on Red Sea/Suez Canal from last week

Given ongoing conflict in the Red Sea, over the past week, we reached out to some of our companies under coverage. Of nine responses, five (ABT, BDX, SYK, TFX, ZBH) suggest minimal to no impact but actively monitoring the situation; and four (BSX, DXCM, GEHC, MDT) suggest no significant exposure.

Ticker	Comment(s) from last week
ABT	some increased shipping charges but not at a material level
BDX	"BD is closely monitoring the Houthi attacks on vessels crossing through key Red Sea shipping lanes. Like many global companies, BD relies on the flow of
	goods through these shipping lanes to deliver critical healthcare products around the world. We have BD teams in place who are actively engaged in risk mitigation efforts and scenario planning to help minimize potential impacts to our customers should these activities persist or worsen."
BSX	"the majority of our supply chain shipping lanes are done via commercial flight. One of the opportunities we're exploring to reduce that cost is shipping by boat, but the majority is still air"
DXCM	"Our supply chain works well, and we do not have significant supply chain exposure to the Red Sea. As always, our team monitors all geopolitical developments and will work to adapt as necessary if anything comes up."
GEHC	"We do very little shipping volume by sea in this part of the region."
MDT	"Our operations are continuing without impact to product supply. We do not have a significant reliance on the shipping route through the Red Sea."
SYK	"Nothing to note here, but we will continue to monitor."
TFX	"we have been able to re-route our shipping to mitigate any issues associated with moving product through the Red Sea/Suez Canal. Keep in mind, that we are shipping lightweight plastic devices (and no heavy capital equipment), so have options as to how we move product from our manufacturing locations to our distribution centers"
ZBH	"We aren't seeing an impact from the conflict in the Red Sea but will certainly update the Street if that changes materially"

Source: Company filings, BofA Global Research

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## Medtech manufacturing in Europe & Asia

The Suez Canal is a major shipping lane between Europe and Asia. Based on 2019 data from Egypt's Suez Canal Authority, on tons of cargo by shipping direction and to/from country, we think shipments to/from certain European and Asian countries may be more impacted by Suez Canal disruption than others. Given those countries and based on filings, we think ABT, BAX, BDX, BLCO, BSX, COO, DXCM, EMBC, EW, GEHC, ITGR, MDT, SYK, TFX and ZBH potentially have mfg. facilities in those most-impacted countries.

## Exhibit 4: Location of manufacturing facilities by company

Based on company filings, we think ABT, BAX, BDX, BLCO, BSX, COO, DXCM, EMBC, EW, GEHC, ITGR, MDT, SYK, TFX and ZBH (15 of our 32 companies under coverage) potentially have mfg. facilities in those European and Asian countries that are likely most impacted by Suez Canal disruption.

Ticker	Comments from company filings
	o have mfg. facilities in those most-impacted European and Asian countries
ABT	"88 mfg. facilities in more than 25 countries" including at least US, <b>China</b> , Ireland, Germany, <b>Spain</b>
BAX	"principal mfg. facilities Puerto Rico, Canada, Colombia, Costa Rica, Mexico, Dominican Republic, US, <b>India, China</b> , Australia, <b>Singapore</b> , Philippines, Thailand, Japan, Ireland, Italy, Germany, Belgium, <b>UK,</b> Sweden, Malta, France, <b>Spain,</b> Switzerland, Israel, Tunisia, <b>Saudi Arabia</b> "
BDX	"BD has mfg. operations outside the US in Bosnia and Herzegovina, Brazil, Canada, <b>China</b> , Dominican Republic, France, Germany, Hungary, <b>India</b> , Ireland,
	Israel, Italy, Japan, Malaysia, Mexico, the Netherlands, Singapore, Spain, and the United Kingdom"
BLCO	"We own several mfg. facilities throughout the US. We also own or have an interest in mfg. plants or other properties outside the US, including in Mexico, and certain countries in Europe, the Middle East, Asia and South America." "Principal [mfg.] properties [US], Ireland, <b>China</b> , France, Italy"
BSX	"15 principal mfg. facilities, including eight in the U.S. and Puerto Rico, three in Ireland, two in Costa Rica, one in <b>Malaysia</b> , and one in Brazil"
COO	"CooperVision's major mfg. and distribution facilities are located in Belgium, Costa Rica, Hungary, Puerto Rico, the United Kingdom and the US" "CooperSurgical's major mfg., cryostorage and distribution facilities are located in Costa Rica, the <b>Netherlands</b> , the <b>United Kingdom</b> and the US"
DXCM	"Our products are manufactured at certain facilities the majority of our operations are conducted at facilities located in San Diego, California, Mesa, Arizona and, beginning in 2023, Penang <b>Malaysia</b> ."
EMBC	"Embecta has three mfg. facilities located in Ireland, the US, and <b>China</b> "
EW	"mfg. facilities in various geographies around the world [TAVR, TMTT, and SH] products primarily in the [US], <b>Singapore</b> , Costa Rica, and Ireland Critical Care products primarily in the Dominican Republic and Puerto Rico"
GEHC	"17 mfg. facilities located in the US and 26 located [OUS], including in <b>China, India, Israel,</b> Mexico, Brazil, Austria, Denmark, France, Germany, Ireland, the <b>Netherlands</b> , Norway, Sweden, Finland, South Korea, and Japan"
ITGR	"2022, we operated 17 facilities in the U.S., six in Europe, three in Mexico, two in Asia, one in the Dominican Republic, one in South America, and one in Israel mfg. and RD&E space worldwide"
MDT	"the Company's largest mfg. facilities by location: [US], Puerto Rico, Mexico, <b>China</b> , Ireland, Dominican Republic, Switzerland, France, Italy"
SYK	"principal mfg. and distribution facilities in the US [and] in <b>China</b> , France, Germany, Ireland, Mexico, the <b>Netherlands</b> , Switzerland and <b>Turkiye</b> "
TFX	"approximately 90 properties consisting of mfg. plants, engineering and research centers, distribution warehouses, offices and other facilities Our major [mfg.] facilities [Malaysia, Mexico, US, Czech Republic, Germany, Ireland]"



## Exhibit 4: Location of manufacturing facilities by company

Based on company filings, we think ABT, BAX, BDX, BLCO, BSX, COO, DXCM, EMBC, EW, GEHC, ITGR, MDT, SYK, TFX and ZBH (15 of our 32 companies under coverage) potentially have mfg. facilities in those European and Asian countries that are likely most impacted by Suez Canal disruption.

Ticker	Comments from company filings
ZBH	"approximately 25 mfg. locations in the U.S. and internationally. Our most significant locations outside of the U.S. are in Switzerland, Ireland, the U.K.,
	China, and Puerto Rico warehouses in the U.S. and the Netherlands to be able to efficiently distribute our products to customers in the U.S. and EMEA"
	Y to have mfg. facilities in those most-impacted European and Asian countries
AXNX	"We rely on third parties for the manufacture of our products solely on Contura International A/S as a single source supplier to manufacture Bulkamid"
CNMD	"mfg. facilities are located in Utica, NY, Largo, FL and Chihuahua, Mexico. Lithia Springs, GA and Brussels, Belgium are our principal distribution centers"
FNA	"leverage multiple third-party mfg. relationships we also maintain offices domestically in Michigan and New Jersey and internationally in Ireland, South Africa, Australia, Finland, Germany, Italy and the U.K."
GMED	"research and mfg. facilities in Massachusetts, Pennsylvania and Texas <b>own distribution centers in Netherlands</b> to support our international operations. We maintain a distribution warehouse, along with sales and administrative offices in thirteen additional countries, all of which are leased"
IART	"have key mfg. and research facilities located in [the US], Puerto Rico, France, Germany, Ireland and Switzerland. Our instrument procurement operations are located in Germany. Our <b>primary distribution centers</b> are located in Kentucky, Nevada, Australia, Belgium, Canada, Italy, Japan, and <b>China</b> ."
INSP	"We rely on third-party suppliers to manufacture our Inspire system and its components"
ISRG	"We manufacture our systems at our facilities in Sunnyvale, California, Durham, North Carolina and, as of 2022, Peachtree Corners, Georgia. We manufacture our instruments at our facilities in Sunnyvale, California and Mexicali, Mexico. We also have mfg. at multiple sites in Germany"
NARI	"We have a facility located in Irvine, California, where we manufacture, assemble, inspect, test, package and ship our solutions. We currently produce all of our solutions at this facility, and we do not have additional facilities"
NVRO	"have historically relied exclusively on third-party manufacturers to manufacture and assemble We have recently established internal manufacturing capabilities at our facility in Costa Rica"
OM	our employee base, operating facilities and infrastructure are centralized in Northern California"
PODD	"facility in Acton, MA, which houses both our headquarters and our U.S. mfg 22 facilities in 10 countries consisting of approximately 300,000 square feet of <b>office, R&amp;D, and warehousing space</b> and other related facilities, primarily in North America, <b>Asia and Europe</b> ."
PRCT	"we have a sole mfg. facility located in Redwood City, California We are completing renovations of a new mfg. facility located in San Jose, California where we expect to move all of our mfg. operations over during 2023."
RXST	"manufacture, assemble, test, and ship our LAL and LDD, and various accessory products at our campus of four facilities and approximately 121,000 total square feet in Aliso Viejo, California."
SIBN	"We rely on third-party suppliers to manufacture and supply substantially all of our products"
SILK	"We have facilities located in Sunnyvale, California, and in Plymouth, Minnesota, where we currently assemble and package certain of our products, and inspect, release and ship all of our products."
SWAV	"The mfg. of our IVL catheters is principally done at our facilities in Santa Clara, California, except that a portion of demand for certain catheters is manufactured by a third-party contract manufacturer in Costa Rica in Costa Rica, where we are in the process of building a new mfg. facility."
TNDM	"Substantially all of our operations are currently conducted at leased facilities, including our mfg. processes [leased facilities:] general office, mfg. and warehouse space located on Barnes Canyon Road in San Diego, California"
Source: Com	popul filings RefA Global Research

**Source:** Company filings, BofA Global Research

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# Only BAX called it out back in Q1'21 Suez Canal crisis

We went back to see what companies said out of the Suez Canal crisis in Q1 $^{\prime}$ 21, when the canal was blocked for roughly one week when a container ship ran aground. We include what we found, which yielded results for BAX only, below.

## Exhibit 5: Company commentary on Q1'21 Suez Canal crisis

On BAX's Q1'21 EPS call, BAX raised full-year mfg. and supply chain cost estimates by ~\$70m, which BAX attributed second-most to the Suez Canal crisis.

Ticker		Company commentary on Suez Canal / Red Sea last week								
BAX	5/25/21	"Q1 of the year was this severe movement that we saw in certain input prices and freight cost we had to actually raise our mfg. and supply chain costs about \$70m on a full-year basis now, the price has been kind of trundling along. We haven't seen further severe increases since the end of the quarter" "the \$70m of incremental cost that we saw resin costs were pressured is because some of the deep [Texas] freeze And I think some of our freight costs were impacted negatively by the Suez Canal situation that emerged. Again, I think that was another factor that came into play impacting freight cost and shipping cost those things together and the recent hack definitely impacted some fuel prices in the US put all of those things together and that \$70m"								
	8/12/21	"shocks that led to the inflationary factors that occurred in Q1 and put pressure all the way through Q2, notably the Suez Canal, the freeze in the South and in Texas put severe pressure on resin suppliers good news is, we have a lot of improvement opportunities in mfg The team is incredibly focused on driving these."								
	2021 ESC report	<sup>6</sup> "The temporary obstruction of the <b>Suez Canal in 2021 significantly delayed ocean shipments between Europe and Asia</b> and impacted global supply chains. As Baxter worked to mitigate supply disruptions for our customers and patients, we shipped more than 1,200 metric tons of products by rail instead of air between Europe and China."								

Source: Company filings

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# **Shipping costs % Revenue**

Below we summarize shipping costs, that are included in SG&A, as a % of revenue as disclosed in company filings. Disclosures suggest that shipping costs included in SG&A are a low-single-digit % of revenue.

## **Exhibit 6: Shipping costs % Revenue**

Eight of our companies have disclosed annual shipping costs since 2019. For companies with higher capital equipment sales, shipping costs are higher as % revenue.

	Shipping costs (\$m)				1)	Revenue (\$m)					Ship	ping o	osts %	6 Reve	nue	
Ticker	'19	'20	'21	'22	'23	'19	'20	'21	'22	'23	'19	'20	'21	'22	'23	Notes from company filings
BAX	324	325	381	493		11,362	11,673	12,784	15,113		2.9%	2.8%	3.0%	3.3%		shipping costs incurred to physically move product from our premises to the customer's premises are classified as SG&A expenses \$ 493 million in 2022, \$ 381 million in 2021 and \$ 325 million in 2020 of shipping costs were classified in SG&A expenses."
BDX	511	551	641	751	733	17,290	17,117	19,131	18,870	19,372	3.0%	3.2%	3.4%	4.0%	3.8%	shipping and handling costs to be contract fulfillment costs and records them within S&A expense. Shipping expense was \$733 million, \$751 million and \$641 million in 2023, 2022 and 2021, respectively
BSX	144	146	194			10,735	9,913	11,888			1.3%	1.5%	1.6%			shipping costs incurred after a customer obtains control of the good as a fulfillment cost and record in SG&A expenses Shipping costs were \$194 million in 2021, \$146 million in 2020 and \$144 million in 2019."
EMBC	12	12				1,109	1,086				1.1%	1.1%				shipping and handling costs to be contract fulfillment costs and records them within S&A expense. Shipping expense was \$12 million in both 2020 and 2019."
EW	72	74	85	87		4,348	4,386	5,233	5,382		1.6%	1.7%	1.6%	1.6%		'2022, 2021, and 2020, shipping costs of \$87.4 million, \$85.3 million, and \$74.0 million, respectively, were included in SG&A expenses."
PODD	10	10	11	13		738	904	1,099	1,305		1.3%	1.1%	1.0%	1.0%		shipping and handling costs are included in SG&A expenses and were \$12.8 million, \$10.5 million, and \$10.1 million for the years ended December 31, 2022, 2021, and 2020, respectively"
MDT	350	347	308	354	351	30,557	28,913	30,117	31,686	31,227	1.1%	1.2%	1.0%	1.1%		shipping and handling costs incurred to physically move product from the Company's premises to the customer's premises are recognized in SG&A expense and were \$351 million, \$354 million, and \$308 million in fiscal years 2023, 2022, and 2021, respectively"
CNMD	15	15	17	22		955	862	1,011	1,045		1.6%	1.7%	1.7%	2.1%		shipping and handling costs included in SG&A were \$21.7 million, \$17.0 million and \$14.6 million for 2022, 2021 and 2020, respectively"

 $\textbf{Source:} \ \text{Company filings.} \ ^* \text{Note: MDT also includes certain shipping and handling costs in COGS (amount not disclosed)}.$ 

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## Global ocean freight rates up +150% YTD

## Exhibit 7: Freightos Index Global and Baltic Dry Index - last 5 years

Global ocean freight rates, as measured by the Freightos Index Global, are up 150% YTD. The uptick in global freight costs driven by the Red Sea conflict is nowhere near the magnitude of that witnessed in 2021.



Source: Bloomberg

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# **BofA Global, Shipping, & Transport teams** on Red Sea conflict

Our Global, Shipping, and Transport teams have published numerous reports on the Red Sea conflict. We include select quotes and links to the relevant notes below.

## On the Red Sea conflict ...

"attacks against a number of container ships in the Red Sea since mid-December, with particularly stepped-up escalation since early January"

"base case is for tensions to remain confined around the Red Sea area"

"sustained Red Sea Houthi attacks could disrupt shipping costs and supply chains in Europe, Asia and the US"

"base case ... disruptions linger in 1H24 ... peak disruptions are being seen now, with a gradual fade later"

## On potential disruption ...

"nearly 15% of global seaborne trade passes through the Red Sea"

"container looks most disrupted ... tanker and bulk less impacted"

"Container breakdown by commodity: Furniture, Household & Goods ... almost 30%"

"air cargo demand is not seeing a clear boost from Red Sea disruptions for now"

"the uptick in global freight costs driven by the Red Sea conflict is nowhere near the magnitude of that witnessed in 2021" (Ex. 7)

"supply chains have mostly normalized and are not nearly as stretched as during the pandemic"

## Additional detail ...

"increased shipping costs may pressure consumer prices in destination countries, while potentially hurting export volumes on the margin for exporters"

"Europe may be most directly impacted by higher freight costs ... the US may also see some smaller price pressures ... from Asia to both East and West coasts"

"for trade volumes, while we believe supply chains are significantly more resilient than following the pandemic, increased costs could lead to somewhat lower export volumes ... Asia is the region of origin where cargo is most directly affected"

"given the uncertainty about the evolution of the situation in the Red Sea, we prefer to focus on the shorter-term impact and focus on the one-quarter-ahead gauge"

"shipping lanes for US trade in goods is less at risk from Red Sea trade disruptions"

Title: Subtitle	Primary Author	Date Published
Global Watch: A Sea of Red	Jean-Michel Saliba	25 January 2024
Global Economic Viewpoint: Global rate cuts lost at	Jean-Michel Saliba	12 January 2024
(Red) Sea?		•
Shipping - Global: Supply chains, interrupted	Nathan Gee, CFA	01 January 2024
Shipping - Global: Building Red Sea tail risks	Nathan Gee, CFA	18 December 2023
Transport Tracker: Issue #1103, week ending Dec. 13,	Ken Hoexter	13 December 2023
2023; Focus on FedEx margins as cost cut ramps		



## Exhibit 8: Large cap gross margins and operating margins (green is consensus)

On average, the Street is modeling 25bps of gross margin expansion in 2024, including -30bps decline in Q1'24. On average, the Street is modeling 62bps of operating margin expansion in 2024, including -4bps decline in Q1'24.

	Gross Margin										Y/Y Expansion / Contraction										
	2019	2020	2021	2022	1Q23	2Q23	3Q23A	4Q23E	2023E	1Q24E	2Q24E	3Q24E	4Q24E	2024E	1Q24E	2Q24E	3Q24E	4Q24E	2024E	202	25E
ABT	59.2%	57.6%	58.0%	56.9%	55.9%	55.4%	55.1%	55.9%	55.5%	55.9%	56.0%	56.2%	56.8%	56.3%	-1bps	65bps	111bps	92bps	74bps	56.7%	47bps
BAX	44.9%	42.4%	43.3%	43.0%	41.2%	40.4%	41.7%	42.4%	41.3%	41.3%	41.5%	41.9%	42.5%	41.8%	7bps	111bps	17bps	7bps	44bps	42.3%	49bps
BDX	NA	NA	52.2%	53.4%	54.2%	52.6%	52.6%	49.5%	52.3%	51.9%	53.1%	53.8%	49.5%	52.1%	-234bps	46bps	116bps	-4bps	-19bps	NA	NA
BSX	72.4%	67.1%	70.3%	70.5%	70.5%	71.9%	70.2%	70.4%	70.7%	70.7%	71.2%	70.9%	71.2%	71.0%	22bps	-77bps	77bps	80bps	25bps	71.2%	25bps
COO	67.2%	66.9%	67.7%	65.9%	67.1%	66.1%	66.7%	66.1%	66.5%	66.5%	66.4%	66.7%	66.3%	66.5%	-60bps	26bps	1bps	20bps	-3bps	NA	NA
GEHC	40.3%	40.2%	41.6%	40.1%	40.9%	41.1%	41.0%	41.0%	40.6%	40.7%	41.0%	41.0%	41.1%	41.1%	-16bps	-18bps	3bps	8bps	44bps	41.5%	43bps
MDT	69.5%	64.3%	68.7%	67.2%	65.9%	66.4%	65.9%	65.2%	65.9%	65.2%	65.7%	65.9%	65.7%	65.6%	-64bps	-70bps	-9bps	42bps	-25bps	66.1%	51bps
SYK	65.9%	63.8%	65.9%	63.1%	63.2%	63.9%	64.7%	64.5%	64.0%	64.1%	64.4%	64.8%	65.0%	64.5%	98bps	59bps	5bps	49bps	47bps	65.0%	46bps
TFX	58.1%	56.7%	59.4%	59.2%	59.4%	59.0%	59.4%	59.5%	59.3%	59.9%	60.0%	60.2%	60.3%	60.1%	53bps	99bps	79bps	77bps	81bps	61.0%	88bps
ZBH	73.0%	71.1%	71.4%	71.2%	72.8%	72.0%	70.9%	72.3%	72.0%	71.8%	71.8%	71.4%	72.3%	71.8%	-104bps	-21bps	54bps	1bps	-16bps	72.0%	17bps
Average	61.2%	58.9%	59.8%	59.0%	59.1%	58.9%	58.8%	<b>58.7</b> %	58.8%	58.8%	<b>59.1%</b>	59.3%	<b>59.1%</b>	59.1%	-30bps	22bps	45bps	37bps	25bps	59.5%	41bps
EW	76.2%	75.5%	76.3%	80.1%	77.5%	77.7%	76.4%	76.8%	77.1%	77.0%	76.9%	77.0%	77.1%	77.0%	-50bps	-72bps	58bps	38bps	-7bps	77.2%	17bps
ISRG	71.7%	68.4%	71.2%	69.2%	67.2%	68.5%	68.8%	68.0%	68.3%	67.3%	67.5%	67.6%	67.5%	67.5%	8bps	-102bps	-127bps	-44bps	-82bps	68.0%	47bps
Average	63.5%	61.3%	63.1%	62.4%	62.0%	62.0%	61.9%	62.0%	61.9%	61.9%	62.0%	62.1%	62.3%	62.1%	-10bps	0bps	24bps	34bps	16bps	62.1%	-1bps
	Operating Margin											Y/Y Expansion / Contraction									
			1			(	Operatin	g Margi	in												
	2019	2020	2021	2022	1Q23	2Q23	3Q23A	4Q23E	2023E	_					_	2Q24E	3Q24E	4Q24E	2024E	202	25E
ABT	22.3%	23.1%	26.3%	25.7%	21.1%	<b>2Q23</b> 21.7%	3Q23A 22.5%	<b>4Q23E</b> 23.5%	<b>2023E</b> 22.6%	19.8%	21.8%	23.0%	24.8%	22.9%	-129bps	<b>2Q24E</b> 10bps	<b>3Q24E</b> 59bps	<b>4Q24E</b> 124bps	<b>2024E</b> 35bps	<b>20</b> 23.7%	77bps
BAX	22.3% 18.7%	23.1% 18.0%	26.3% 18.8%	25.7% 17.1%	21.1% 13.8%	2Q23 21.7% 13.2%	3Q23A 22.5% 15.2%	4Q23E 23.5% 16.6%	2023E 22.6% 13.8%	19.8% 13.3%	21.8% 14.5%	23.0% 15.5%	24.8% 17.0%	22.9% 15.1%	-129bps -49bps	2Q24E 10bps 131bps	<b>3Q24E</b> 59bps 23bps	<b>4Q24E</b> 124bps 40bps	<b>2024E</b> 35bps 125bps	202 23.7% 15.9%	77bps 82bps
BAX BDX	22.3% 18.7% NA	23.1% 18.0% NA	26.3% 18.8% 20.4%	25.7% 17.1% 22.4%	21.1% 13.8% 22.7%	2Q23 21.7% 13.2% 23.0%	3Q23A 22.5% 15.2% 25.4%	4Q23E 23.5% 16.6% 19.6%	2023E 22.6% 13.8% 22.7%	19.8% 13.3% 22.9%	21.8% 14.5% 25.3%	23.0% 15.5% 27.4%	24.8% 17.0% 22.0%	22.9% 15.1% 24.4%	-129bps -49bps 21bps	2Q24E 10bps 131bps 233bps	3Q24E 59bps 23bps 198bps	4Q24E 124bps 40bps 235bps	<b>2024E</b> 35bps 125bps 172bps	202 23.7% 15.9% 25.1%	77bps 82bps 68bps
BAX BDX BSX	22.3% 18.7% NA 26.1%	23.1% 18.0% NA 19.3%	26.3% 18.8% 20.4% 25.3%	25.7% 17.1% 22.4% 25.6%	21.1% 13.8% 22.7% 25.5%	2Q23 21.7% 13.2% 23.0% 26.8%	3Q23A 22.5% 15.2% 25.4% 26.1%	4Q23E 23.5% 16.6% 19.6% 26.5%	2023E 22.6% 13.8% 22.7% 26.0%	19.8% 13.3% 22.9% 25.8%	21.8% 14.5% 25.3% 26.4%	23.0% 15.5% 27.4% 26.6%	24.8% 17.0% 22.0% 27.4%	22.9% 15.1% 24.4% 26.7%	-129bps -49bps 21bps 23bps	2Q24E 10bps 131bps 233bps -40bps	3Q24E 59bps 23bps 198bps 56bps	4Q24E 124bps 40bps 235bps 89bps	2024E 35bps 125bps 172bps 68bps	202 23.7% 15.9% 25.1% 27.5%	77bps 82bps 68bps 81bps
BAX BDX BSX COO	22.3% 18.7% NA 26.1% 27.3%	23.1% 18.0% NA 19.3% 23.6%	26.3% 18.8% 20.4% 25.3% 25.7%	25.7% 17.1% 22.4% 25.6% 23.2%	21.1% 13.8% 22.7% 25.5% 23.6%	2Q23 21.7% 13.2% 23.0% 26.8% 23.9%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3%	2023E 22.6% 13.8% 22.7% 26.0% 23.8%	19.8% 13.3% 22.9% 25.8% 23.5%	21.8% 14.5% 25.3% 26.4% 24.2%	23.0% 15.5% 27.4% 26.6% 24.8%	24.8% 17.0% 22.0% 27.4% 24.1%	22.9% 15.1% 24.4% 26.7% 24.2%	-129bps -49bps 21bps 23bps -17bps	2Q24E 10bps 131bps 233bps -40bps 31bps	3Q24E 59bps 23bps 198bps 56bps 39bps	4Q24E 124bps 40bps 235bps 89bps 83bps	35bps 125bps 172bps 68bps 34bps	202 23.7% 15.9% 25.1% 27.5% 25.1%	77bps 82bps 68bps 81bps 98bps
BAX BDX BSX COO GEHC	22.3% 18.7% NA 26.1% 27.3% 14.6%	23.1% 18.0% NA 19.3% 23.6% 16.6%	26.3% 18.8% 20.4% 25.3% 25.7% 17.4%	25.7% 17.1% 22.4% 25.6% 23.2% 14.0%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0%	2Q23 21.7% 13.2% 23.0% 26.8% 23.9% 14.4%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1%	19.8% 13.3% 22.9% 25.8% 23.5% 15.0%	21.8% 14.5% 25.3% 26.4%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4%	22.9% 15.1% 24.4% 26.7% 24.2% 15.7%	-129bps -49bps 21bps 23bps -17bps 95bps	2Q24E 10bps 131bps 233bps -40bps 31bps 110bps	3Q24E 59bps 23bps 198bps 56bps	4Q24E 124bps 40bps 235bps 89bps	2024E 35bps 125bps 172bps 68bps	202 23.7% 15.9% 25.1% 27.5%	77bps 82bps 68bps 81bps
BAX BDX BSX COO GEHC MDT	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5%	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4%	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0%	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4%	2Q23 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1%	19.8% 13.3% 22.9% 25.8% 23.5% 15.0% 27.5%	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3%	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5%	-129bps -49bps 21bps 23bps -17bps 95bps -187bps	2Q24E 10bps 131bps 233bps -40bps 31bps	3Q24E 59bps 23bps 198bps 56bps 39bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps	2024E 35bps 125bps 172bps 68bps 34bps 59bps -62bps	20: 23.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1%	77bps 82bps 68bps 81bps 98bps 77bps 65bps
BAX BDX BSX COO GEHC MDT SYK	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5% 26.3%	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4% 24.4%	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0% 25.6%	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5% 23.8%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4% 21.1%	2Q23 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8% 24.3%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2% 23.4%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0% 27.4%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1% 24.2%	19.8% 13.3% 22.9% 25.8% 23.5% 15.0% 27.5% 22.9%	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1% 24.9%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9% 24.5%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3% 27.5%	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5% 25.0%	-129bps -49bps 21bps 23bps -17bps 95bps -187bps 188bps	2Q24E 10bps 131bps 233bps -40bps 31bps 110bps -69bps 54bps	3Q24E 59bps 23bps 198bps 56bps 39bps 87bps -24bps 110bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps 8bps	2024E 35bps 125bps 172bps 68bps 34bps 59bps -62bps 85bps	202 23.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1% 25.8%	77bps 82bps 68bps 81bps 98bps 77bps 65bps 81bps
BAX BDX BSX COO GEHC MDT SYK TFX	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5% 26.3% 25.8%	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4% 24.4% 24.9%	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0% 25.6% 28.0%	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5% 23.8% 27.0%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4% 21.1% 25.8%	2Q23 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8% 24.3% 26.6%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2% 23.4% 27.6%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0% 27.4% 25.7%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1% 24.2% 26.3%	19.8% 13.3% 22.9% 25.8% 23.5% 15.0% 27.5% 22.9% 26.2%	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1% 24.9% 26.9%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9% 24.5% 27.3%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3% 27.5% 27.2%	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5% 25.0% 27.0%	-129bps -49bps 21bps 23bps -17bps 95bps -187bps 188bps 48bps	2Q24E 10bps 131bps 233bps -40bps 31bps 110bps -69bps	3Q24E 59bps 23bps 198bps 56bps 39bps 87bps -24bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps	2024E 35bps 125bps 172bps 68bps 34bps 59bps -62bps	202 23.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1% 25.8% 28.0%	77bps 82bps 68bps 81bps 98bps 77bps 65bps 81bps 103bps
BAX BDX BSX COO GEHC MDT SYK	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5% 26.3% 25.8% 29.6%	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4% 24.4% 24.9% 25.0%	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0% 25.6% 28.0% 26.9%	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5% 23.8% 27.0% 27.3%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4% 21.1% 25.8% 28.4%	2Q23 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8% 24.3% 26.6% 27.5%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2% 23.4% 27.6% 26.4%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0% 27.4% 25.7% 30.5%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1% 24.2% 26.3% 28.3%	19.8% 13.3% 22.9% 25.8% 15.0% 27.5% 22.9% 26.2% 28.1%	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1% 24.9% 26.9% 28.1%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9% 24.5% 27.3% 27.6%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3% 27.5% 27.2% 30.6%	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5% 25.0% 27.0% 28.7%	-129bps -49bps 21bps 23bps -17bps 95bps -187bps 188bps 48bps -35bps	2Q24E 10bps 131bps 233bps -40bps 31bps 110bps -69bps 54bps 38bps 62bps	3Q24E 59bps 23bps 198bps 56bps 39bps 87bps -24bps 110bps -23bps 116bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps 8bps	2024E 35bps 125bps 172bps 68bps 34bps 59bps -62bps 85bps	207 23.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1% 25.8% 28.0% 29.2%	77bps 82bps 68bps 81bps 98bps 77bps 65bps 81bps 103bps 48bps
BAX BDX BSX COO GEHC MDT SYK TFX	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5% 26.3% 25.8% 29.6%	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4% 24.4% 24.9% 25.0%	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0% 25.6% 28.0% 26.9%	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5% 23.8% 27.0% 27.3%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4% 21.1% 25.8% 28.4%	2Q23 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8% 24.3% 26.6% 27.5%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2% 23.4% 27.6%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0% 27.4% 25.7% 30.5%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1% 24.2% 26.3% 28.3%	19.8% 13.3% 22.9% 25.8% 15.0% 27.5% 22.9% 26.2% 28.1%	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1% 24.9% 26.9% 28.1%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9% 24.5% 27.3% 27.6%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3% 27.5% 27.2% 30.6%	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5% 25.0% 27.0% 28.7%	-129bps -49bps 21bps 23bps -17bps 95bps -187bps 188bps 48bps	2Q24E 10bps 131bps 233bps -40bps 31bps 110bps -69bps 54bps 38bps	3Q24E 59bps 23bps 198bps 56bps 39bps 87bps -24bps 110bps -23bps 116bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps 8bps 152bps	2024E 35bps 125bps 172bps 68bps 34bps 59bps -62bps 85bps 64bps	202 23.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1% 25.8% 28.0%	77bps 82bps 68bps 81bps 98bps 77bps 65bps 81bps 103bps 48bps
BAX BDX BSX COO GEHC MDT SYK TFX ZBH	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5% 26.3% 25.8% 29.6% <b>24.4%</b>	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4% 24.4% 24.9% 25.0% <b>21.7%</b>	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0% 25.6% 26.9% <b>24.2%</b>	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5% 27.0% 27.3% <b>23.3%</b>	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4% 21.1% 25.8% 28.4% <b>22.5%</b>	2Q23 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8% 26.6% 27.5% 22.6%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2% 23.4% 27.6% 26.4% 23.1%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0% 27.4% 25.7% 30.5% 23.4%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1% 24.2% 26.3% 28.3% 22.9%	19.8% 13.3% 22.9% 25.8% 23.5% 15.0% 27.5% 22.9% 26.2% 28.1% <b>22.5%</b>	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1% 24.9% 26.9% 28.1% <b>23.2%</b>	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9% 27.3% 27.6% 23.7%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3% 27.5% 27.2% 30.6% <b>24.2%</b>	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5% 25.0% 27.0% 28.7% <b>23.5%</b>	-129bps -49bps 21bps 23bps -17bps 95bps -187bps 188bps 48bps -35bps	2024E 10bps 131bps 233bps -40bps 31bps 110bps -69bps 54bps 38bps 62bps	3Q24E 59bps 23bps 198bps 56bps 39bps 87bps -24bps 110bps -23bps 116bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps 8bps 152bps 8bps 81bps	2024E 35bps 125bps 172bps 68bps 34bps 59bps -62bps 85bps 64bps 41bps	20.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1% 25.8% 28.0% 29.2% 24.3%	77bps 82bps 68bps 81bps 98bps 77bps 65bps 81bps 103bps 48bps
BAX BDX BSX COO GEHC MDT SYK TFX ZBH Average	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5% 26.3% 25.8% 29.6% <b>24.4%</b>	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4% 24.4% 24.9% 25.0% <b>21.7%</b>	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0% 25.6% 28.0% 26.9% <b>24.2%</b>	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5% 27.0% 27.3% <b>23.3%</b> 33.4%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4% 21.1% 25.8% 28.4% 22.5%	2023 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8% 24.3% 26.6% 27.5% 22.6%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2% 23.4% 27.6% 26.4% 28.5%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0% 27.4% 25.7% 30.5% 23.4%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1% 24.2% 26.3% 28.3% 22.9%	19.8% 13.3% 22.9% 25.8% 23.5% 15.0% 27.5% 22.9% 26.2% 28.1% 29.6%	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1% 24.9% 26.9% 28.1% 23.2%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9% 24.5% 27.3% 27.6% 23.7%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3% 27.5% 27.2% 30.6% <b>24.2%</b>	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5% 25.0% 27.0% 28.7% 29.8%	-129bps -49bps 21bps 23bps -17bps 95bps -187bps 188bps 48bps -35bps <b>-4bps</b>	2024E 10bps 131bps 233bps -40bps 31bps 110bps -69bps 54bps 38bps 62bps 56bps	3Q24E 59bps 23bps 198bps 56bps 39bps 87bps -24bps 110bps -23bps 116bps 64bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps 8bps 152bps 8bps 81bps	35bps 125bps 172bps 68bps 34bps 59bps -62bps 85bps 64bps 41bps 50bps	20.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1% 25.8% 28.0% 29.2% 24.3%	77bps 82bps 68bps 81bps 98bps 77bps 65bps 81bps 103bps 48bps <b>78bps</b>
BAX BDX BSX COO GEHC MDT SYK TFX ZBH	22.3% 18.7% NA 26.1% 27.3% 14.6% 29.5% 26.3% 25.8% 29.6% <b>24.4%</b>	23.1% 18.0% NA 19.3% 23.6% 16.6% 20.4% 24.4% 24.9% 25.0% <b>21.7%</b>	26.3% 18.8% 20.4% 25.3% 25.7% 17.4% 28.0% 25.6% 26.9% <b>24.2%</b>	25.7% 17.1% 22.4% 25.6% 23.2% 14.0% 26.5% 27.0% 27.3% <b>23.3%</b> 33.4% 34.5%	21.1% 13.8% 22.7% 25.5% 23.6% 14.0% 29.4% 21.1% 25.8% 28.4% <b>22.5%</b>	2023 21.7% 13.2% 23.0% 26.8% 23.9% 14.4% 24.8% 24.3% 26.6% 27.5% 22.6%	3Q23A 22.5% 15.2% 25.4% 26.1% 24.4% 14.8% 25.2% 23.4% 27.6% 26.4% 28.5% 35.8%	4Q23E 23.5% 16.6% 19.6% 26.5% 23.3% 16.1% 25.0% 27.4% 25.7% 30.5% 23.4%	2023E 22.6% 13.8% 22.7% 26.0% 23.8% 15.1% 26.1% 24.2% 26.3% 28.3% 22.9%	19.8% 13.3% 22.9% 25.8% 23.5% 15.0% 27.5% 22.9% 26.2% 28.1% <b>22.5%</b>	21.8% 14.5% 25.3% 26.4% 24.2% 15.5% 24.1% 24.9% 26.9% 28.1% 23.2%	23.0% 15.5% 27.4% 26.6% 24.8% 15.7% 24.9% 24.5% 27.3% 27.6% 23.7%	24.8% 17.0% 22.0% 27.4% 24.1% 16.4% 25.3% 27.5% 27.2% 30.6% <b>24.2%</b>	22.9% 15.1% 24.4% 26.7% 24.2% 15.7% 25.5% 25.0% 27.0% 28.7% <b>23.5%</b>	-129bps -49bps 21bps 23bps -17bps 95bps -187bps 188bps 48bps -35bps	2024E 10bps 131bps 233bps -40bps 31bps 110bps -69bps 54bps 38bps 62bps 56bps	3Q24E 59bps 23bps 198bps 56bps 39bps 87bps -24bps 110bps -23bps 116bps	4Q24E 124bps 40bps 235bps 89bps 83bps 35bps 34bps 8bps 152bps 8bps 81bps	2024E 35bps 125bps 172bps 68bps 34bps 59bps -62bps 85bps 64bps 41bps	20.7% 15.9% 25.1% 27.5% 25.1% 16.5% 26.1% 25.8% 28.0% 29.2% 24.3%	77bps 82bps 82bps 68bps 81bps 98bps 77bps 65bps 81bps 103bps 48bps <b>78bps</b> 64bps 110bps

**Source:** Bloomberg, BofA Global Research. \*ABT and ISRG Q4'23 are actuals. BDX, COO and MDT adjusted to CY basis.

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Investment rating	Total return expectation (within 12-month period of date of initial rating)	Ratings dispersion guidelines for coverage cluster <sup>R1</sup>
D	> 100/	- 700/

Buy≥ 10%≤ 70%Neutral≥ 0%≤ 30%UnderperformN/A≥ 20%

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