

Prediction du risque de credit bancaire sensible aux coûts  
financiers en intégrant des descripteurs extraits des graphes  
Tableaux récapitulatifs

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LDA(all)			GERMAN			JAPAN		Total
			Accuracy	F1-Score	Financial-cost	Accuracy	F1-Score	
Classic			0.7	0.7	0.9	0.8	0.8	
MIC	PER	MX	<b>0.8</b>	<b>0.7</b>	1.7	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	1.7	0.8	0.8	2
		CX	0.7	<b>0.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	4
		CY	0.7	<b>0.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	4
		CXY	0.7	<b>0.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	4
	GLO	MX	<b>0.8</b>	<b>0.7</b>	1.7	<b>0.9</b>	<b>0.9</b>	4
		CX	0.7	<b>0.7</b>	<b>1.9</b>	0.8	0.8	2
MCA	PER	MX	<b>0.8</b>	<b>0.7</b>	1.7	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	1.7	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
	GLO	MX	<b>0.8</b>	<b>0.7</b>	1.7	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.8</b>	<b>0.9</b>	<b>0.9</b>	5

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LR(all)			GERMAN			JAPAN		Total
			Accuracy	F1-Score	Financial-cost	Accuracy	F1-Score	
Classic			0.7	0.7	1.0	0.8	0.8	
MIC	PER	MX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
	GLO	MX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
MCA	PER	MX	<b>0.8</b>	<b>0.7</b>	1.4	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
	GLO	MX	<b>0.8</b>	<b>0.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.9</b>	5

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SVM(all)			GERMAN			JAPAN		Total
			Accuracy	F1-Score	Financial-cost	Accuracy	F1-Score	
Classic			0.8	0.7	0.8	0.8	0.8	
MIC	PER	MX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	1.0	0.8	0.8	2
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.2</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.2</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.2</b>	<b>0.9</b>	<b>0.9</b>	5
	GLO	MX	<b>0.8</b>	<b>0.7</b>	1.0	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.1</b>	<b>0.9</b>	<b>0.9</b>	5
MCA	PER	MX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
	GLO	MX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5
		CX	<b>0.8</b>	<b>0.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.9</b>	5

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DT(all)			GERMAN			JAPAN		Total
			Accuracy	F1-Score	Financial-cost	Accuracy	F1-Score	
Classic			0.7	0.6	1.2	0.8	0.8	
MIC	PER	MX	<b>0.7</b>	<b>0.7</b>	1.5	0.8	0.8	2
		CX	<b>0.7</b>	<b>0.7</b>	<b>2.2</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.7</b>	<b>0.7</b>	<b>2.2</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.7</b>	<b>0.7</b>	<b>2.2</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.7</b>	<b>0.7</b>	1.6	0.8	0.8	2
		CX	<b>0.7</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.7</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.7</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
	GLO	MX	<b>0.7</b>	<b>0.7</b>	1.7	0.8	0.8	2
		CX	<b>0.7</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
MCA	PER	MX	<b>0.7</b>	<b>0.7</b>	1.6	0.8	0.8	2
		CX	<b>0.7</b>	<b>0.7</b>	<b>2.2</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.7</b>	<b>0.7</b>	<b>2.2</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.7</b>	<b>0.7</b>	<b>2.2</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.7</b>	<b>0.7</b>	1.9	0.8	0.8	2
		CX	<b>0.7</b>	0.6	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	4
		CY	<b>0.7</b>	0.6	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	4
		CXY	<b>0.7</b>	0.6	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	4
	GLO	MX	<b>0.7</b>	<b>0.7</b>	1.8	0.8	0.8	2
		CX	<b>0.7</b>	0.6	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	4

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RF(all)			GERMAN			JAPAN		Total
			Accuracy	F1-Score	Financial-cost	Accuracy	F1-Score	
Classic			0.7	0.6	1.2	0.9	0.9	
MIC	PER	MX	<b>0.8</b>	<b>0.7</b>	1.3	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	1.5	<b>0.9</b>	<b>0.9</b>	4
		CX	0.7	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	4
		CY	0.7	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	4
		CXY	0.7	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	4
	GLO	MX	<b>0.8</b>	<b>0.7</b>	1.5	<b>0.9</b>	<b>0.9</b>	4
		CX	0.7	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	4
MCA	PER	MX	<b>0.8</b>	<b>0.7</b>	1.6	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	1.6	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
	GLO	MX	<b>0.8</b>	<b>0.7</b>	1.6	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5

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XGB(all)			GERMAN			JAPAN		Total
			Accuracy	F1-Score	Financial-cost	Accuracy	F1-Score	
Classic			0.7	0.7	1.1	0.9	0.9	
MIC	PER	MX	<b>0.8</b>	<b>0.7</b>	1.2	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	1.4	<b>0.9</b>	<b>0.9</b>	4
		CX	0.7	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	4
		CY	0.7	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	4
		CXY	0.7	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	4
	GLO	MX	<b>0.7</b>	<b>0.7</b>	1.4	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.7</b>	<b>0.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	5
MCA	PER	MX	0.7	<b>0.7</b>	1.7	<b>0.9</b>	<b>0.9</b>	3
		CX	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
		CXY	<b>0.8</b>	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	5
	GAP	MX	<b>0.8</b>	<b>0.7</b>	1.6	<b>0.9</b>	<b>0.9</b>	4
		CX	0.7	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	4
		CY	0.7	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	4
		CXY	0.7	<b>0.7</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	4
	GLO	MX	<b>0.7</b>	<b>0.7</b>	1.7	<b>0.9</b>	<b>0.9</b>	4
		CX	<b>0.7</b>	<b>0.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	5