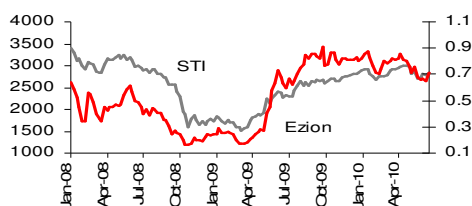


30 June 2010

Initiating Coverage

BUY
Current Price: S\$0.625
Fair Value: S\$0.81


Ezion Holdings Ltd

Upside potential still available

Owner of large sophisticated liftboats. Ezion Holdings (Ezion) is an offshore marine group with two main business divisions: 1) Chartering and offshore support services and 2) Marine services. It is the owner of a fleet of liftboats which it believes is the largest and most sophisticated class in the world. The group is one of the first to introduce the use of liftboats in Asia and the Middle East as liftboats were originally confined to areas such as the Gulf of Mexico and West Africa. Hence it may be able to enjoy first mover advantage should demand for liftboats grow in the region. Meanwhile, demand for liftboats in other parts of the world remains firm.

Liftboat demand in two main areas. Liftboat demand comes from two main areas: offshore oil and gas, as well as offshore wind farm work. Management is confident that the group is able to secure work related to offshore oil and gas based on high level of client interest. However, the group is also looking to cater to offshore wind farms. The latest liftboat that Ezion is building will be suitable for certain offshore wind farms that operate in relatively harsh weather conditions.

Secured work for some assets. Ezion has a bareboat charter with Ezra with regards to its first liftboat. It was delivered in 1Q10 and chartered out on a 3+1 year contract at a rate of about US\$45,000/day. The liftboat is now working for ExxonMobil in West Africa. The group's JV company, Offshore Marine Services Alliance (OMSA) also secured a A\$350m contract with Chevron for Australia's Gorgon project in May 09 to provide marine logistics vessels for 3.5 years. This is for the first phase of the development of a gas field, and there may be additional opportunities for the group in subsequent phases of development.

Initiating with BUY. Assuming smooth delivery of subsequent liftboats, Ezion should see further improvements in earnings. We have factored in a two to three-month delay for each liftboat to be conservative in our estimates. Greater-than-expected contract wins will also serve to boost our earnings estimates. However, we are also mindful of risks such as unexpected downtime. Still, as we are more positive on the group's prospects, we are initiating coverage on the group with a **BUY** rating and fair value estimate of S\$0.81 (upside potential about 30%), based on 12x blended core FY10/11F earnings.

Reuters Code	EZHL.SI
ISIN Code	5ME
Bloomberg Code	EZISP
Issued Capital (m)	714
Mkt Cap (S\$m / US\$m)	446 / 318
Major Shareholders	
Chew Thiam Keng	24.8%
Ezra Holdings	14.0%
Free Float (%)	55.0%
Daily Vol 3-mth ('000)	6,534
52 Wk Range	0.525 - 0.890

(S\$ m)	FY08	FY09	FY10F	FY11F
Revenue	31.1	73.6	104.4	145.1
EBITDA	13.4	28.9	45.8	68.3
P/NTA (x)	3.3	2.5	1.9	1.5
EPS (cts)	1.2	2.4	8.5	7.5
PER (x)	50.1	26.0	7.3	8.4

Low Pei Han

(65) 6531 9813

e-mail: LowPH@ocbc-research.com

Table of Contents

		Page
Section A	Investment Case I. Background II. Investment highlights III. Risks	3
Section B	Industry and Company analysis	7
Section C	Financial Analysis I. Financial performance and forecasts II. Valuation and rating	12
Section D	Disclaimer	15

Section A. Investment Case

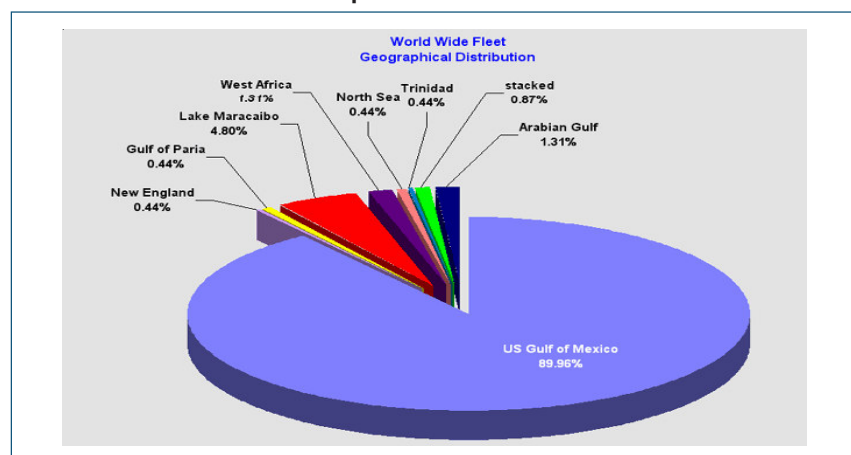
I. Background

Ezion Holdings (Ezion) is an offshore marine group with two main business divisions: 1) Chartering and offshore support services and 2) Marine services. The group is the owner of a fleet of multi-purpose self-propelled jack-up rigs (liftboats) and is one of the first to introduce the use of liftboats in Asia and the Middle East. The group also has about 22 other vessels consisting of tugs, ballastable barges and other offshore support vessels. Ezion also provides services such as marine consulting relating to logistics solutions. Based in Singapore, Ezion has offices in Korea, the US, and Australia to complement existing operations.

II. Investment highlights

Owner of large sophisticated liftboats. Ezion is the owner of a fleet of liftboats which it believes is the largest and most sophisticated class in the world. Originally used in areas like the Gulf of Mexico and West Africa, the group was quick to introduce these liftboats to Asia and the Middle East to capitalize on the growing market in these regions. In the meantime, these liftboats continue to be in demand in other parts of the world, considering 1) the limited supply of such assets, 2) development of deeper offshore oil and gas fields, and 3) increasing usage of liftboats at offshore wind farms.

Exhibit 1: Liftboats in various parts of the world



Source: *liftboats.com, Templeton Associates Technical Services*

Liftboat demand in two main areas. Liftboat demand comes from two main areas: offshore oil and gas, as well as offshore wind farm work. Management is confident that the group is able to secure work in the offshore oil and gas segment based on high level of client interest. However, the group is also looking to cater to offshore wind farms. The latest liftboat that Ezion is building will be suitable for certain offshore wind farms that operate in relatively harsh weather conditions (Exhibit 2), and demand for such vessels is expected to grow. Indeed, UK wind installation specialist Seajacks International plans to increase the number of its offshore wind farm jack-up vessels¹ and is looking to the North Sea for wind project development work. Newswires have also reported that Lamprell has won a contract from Seajacks to build a Gusto MSC NG 5500 design self-propelled liftboat². According to Upstream, Lamprell is also bidding for US\$1b worth of contracts for wind installation vessels³.

Exhibit 2: Harsh environment in Southern North Sea



Source: Seajacks International

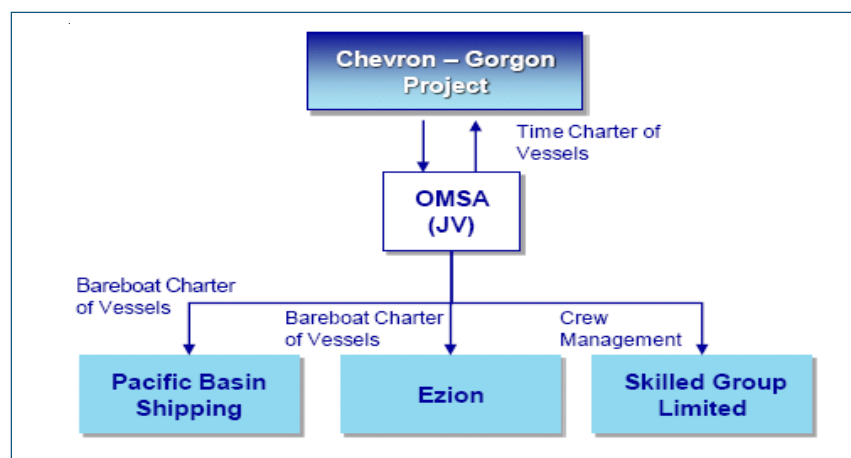
¹ "Seajacks planning to double its fleet in 2012". <http://www.seajacks.com/PressreleaseNG5500.pdf>

² "Lamprell bags Seajacks windfall". 18 Jun 2010. <http://www.upstreamonline.com/live/article218121.ece>

³ "Lamprell turns to wind market" 28 May 2010. <http://www.upstreamonline.com/hardcopy/futureenergy/article216199.ece>

Secured work for some assets. Ezion has a bareboat charter with Ezra with regards to its first liftboat. It was delivered in 1Q10 and chartered out on a 3+1 year contract at a rate of about US\$45,000/day. The liftboat is now working for ExxonMobil in West Africa. The group's JV company, Offshore Marine Services Alliance (OMSA) also secured a A\$350m contract with Chevron for Australia's Gorgon project in May 09 to provide marine logistics vessels for 3.5 years. This is for the first phase of the development of a gas field, and there may be additional opportunities for the group in subsequent phases of development.

Exhibit 3: OMSA structure



Source: Company

Disposal of stakes to free up capital. In Feb 2010, Ezion sold 51% of its stake in Teras Conquest 1 Pte Ltd (which owns the group's first liftboat) for US\$14.79m, based on a valuation of US\$73m for the liftboat. Though US\$14.79m may seem low at first glance, we note that a significant portion of the asset was originally funded by debt, so the buyer also has to take on its portion of the debt burden as well. After the divestment, Teras Conquest 1 will charter the liftboat back to one of Ezion's subsidiary for a minimum five-year period so that the group can fulfill its contracts with its customers. In Apr 2010, Ezion sold a liftboat to a Middle Eastern client for US\$78m in cash. Excess proceeds amounted to about US\$14.4m, further allowing the group to free up capital to build more sophisticated liftboats (such as those suitable for offshore wind farms) going forward. The group has entered into an agreement with Levingston Corporation to construct an additional liftboat which is capable of servicing the offshore wind farm in the southern North Sea.

Exhibit4: Ezion's fleet of liftboats

Liftboat	Status	Remarks
1	Chartered to Ezra for about US\$45,000/day	In West Africa, working for ExxonMobil
2	Sold to Middle Eastern investor (originally for Ezra's use)	Sale expected to be completed in 3Q10
3	At yard, likely to be chartered to Ezra	Delivery expected to be in 3Q10
4	At yard, likely to be chartered to Ezra	Delivery expected to be in 4Q10
5	Order placed with Levingston	Delivery expected to be in 4Q11

Source: Company, OIR

Expecting to secure work this year. The group plans to continue to pursue business opportunities and projects in Australia and its vicinity. It is cautiously optimistic of securing new projects in that area this year, likely related to the second phase of development of the Gorgon Project. As such, we see further contract wins as catalysts for the stock.

III. Risks

Slow uptake of liftboats in the region. The use of liftboats have been mostly confined to the Gulf of Mexico and West Africa, mainly due to availability of assets in those areas. If the demand for liftboats in Asia and the Middle East is not as high as expected, resulting in a slow uptake of the group's assets, this may impact our earnings forecasts. However, Hercules Offshore, a provider of liftboats, entered the Middle East market in 2008 and believes that the market has room to grow⁴.

Unexpected downtime. Downtime due to unscheduled repairs, maintenance, weather and other unexpected events leading to disruption in operations may result in lower day rates than the full contractual operating day rate. Depending on the terms stipulated in the contract, the customer may have the right to terminate the contract without penalty, leading to loss of revenue.

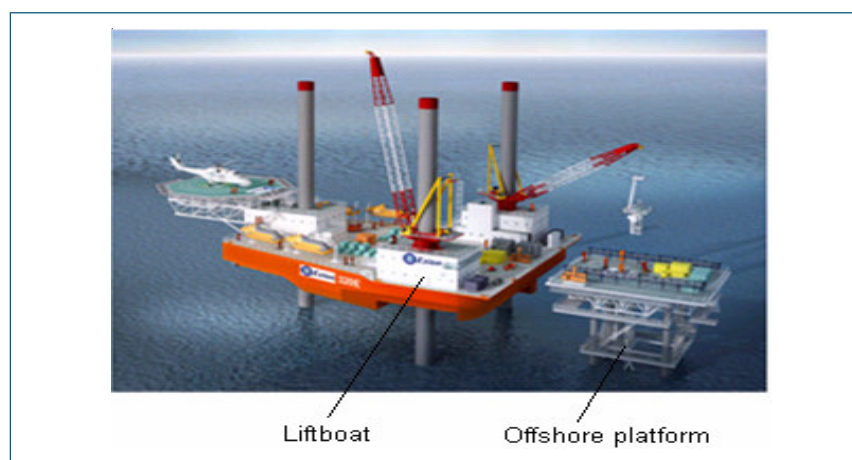
Delays in deliveries. Any delays in deliveries of the group's liftboats will impact our earnings forecasts, though we have buffered in a two to three-month delay for each asset to be conservative in our estimates. Such instances could arise due to equipment delays, technical faults, or poor planning

⁴ "Shallow water workhorses get a leg up". *Asian Oil & Gas Magazine*.
<http://www.oilonline.com/Magazines/AsianOilGas/articleType/ArticleView/articleId/17017/categoryId/51/Shallow-water-workhorses-get-a-leg-up.aspx>

Section B. Industry and Company Analysis

What is a liftboat? Liftboats are self-propelled, self-elevating vessels that support a broad range of offshore support services, such as platform maintenance, platform construction, well intervention and decommissioning services throughout the life of an oil or natural gas well. They are known as multi-purpose self-propelled jack-up rigs because their jack-up systems allow the hulls to be raised above water in order to provide a stable platform for repair, maintenance and other kinds of work (Exhibit 5).

Exhibit 5: Picture of a liftboat



Source: Company, OIR

Advantages of liftboats. As the hulls are able to be jacked up above water on its legs, the liftboat provides a stable platform from which work can be carried out despite relatively harsh weather conditions. Being self-propelled, liftboats are also more mobile and do not require the use of tugs. Lesser time is required for mobilisation compared to jack ups, hence saving on costs. The availability of cranes on the liftboats also means that customers need not charter high-cost derrick barges, thus saving additional costs. Given the versatile nature of the asset, it is able to carry out various kinds of offshore jobs such as maintenance support and construction support, though we note that not all liftboats are able to withstand the harsh conditions at certain offshore wind farms.

Exhibit 6: A traveling liftboat

Source: Company, OIR

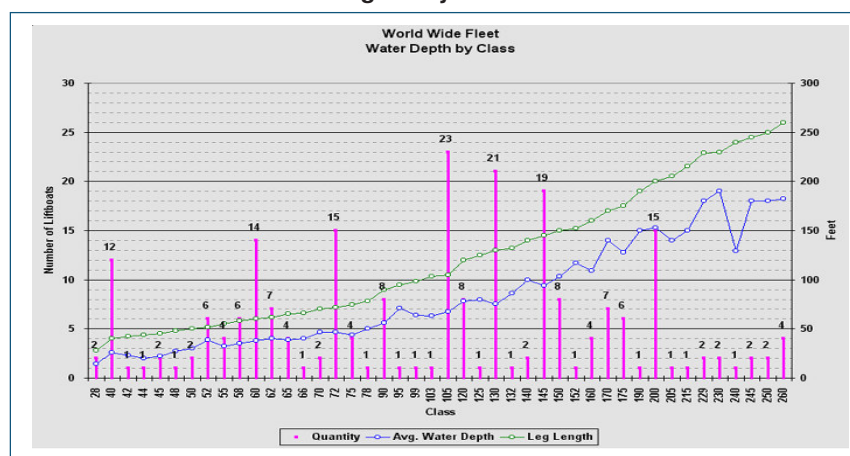
Large, sophisticated assets. The group's liftboats have a leg length of about 320ft and can operate in maximum water depth of about 215ft (Exhibit 7). These kinds of assets are rare in the world today, as seen from Exhibit 8. One of the few other companies that own liftboats in the region is KS Energy. Under normal operating conditions, KS Titan 2 can operate in 200 feet of water with a wave height of 12 feet. Assuming 10-foot leg penetration into the seabed, the air gap is 30 feet⁵.

Exhibit 7: Ezion's earlier liftboats

Liftboat specifications (liftboats 1-4)	
Dimensions	50.3m x 44.2m x 6.9m
Operating water depth	66m (215ft) max
Leg length	97.5m (320 ft)
Open deck area	Over 1,022 sq m (11,000 sq ft)
Engine	Total 5,100hp for propulsion & maneuvering
Lifting capacity	Two 250-ton heavy-lift cranes
Temperature threshold	Air temp as low as -20 deg C
Mobilisation speed	Approx 6 knots

Source: Company, OIR

⁵ "KS Titan 2" Professional Mariner. 2009. <http://www.professionalmariner.com/ME2/dirmod.asp?sid=&nm=&type=Publishing&mod=Publications%>

Exhibit 8: Statistics of liftboats globally


Source: *liftboats.com, Templeton Associates Technical Services*

Few competitors in the region. Hercules Offshore is the leading provider of liftboats in the Gulf of Mexico and West Africa. As of 28 Apr 2010, the group owned a fleet of 60 liftboat vessels. However, many of its assets are targeted at shallow waters. Seajacks International is another prominent player, but it is currently focused on the offshore wind farm market in the North Sea. A US private energy investment group, Riverstone Holdings, acquired it in the beginning of this year for US\$207m in cash⁶. Though details of the acquisition are scarce, this development illustrates the attractiveness of the company and Riverstone's belief in the liftboats and offshore wind farm sectors. Another noteworthy player is Superior Energy who owns a wide range of liftboats as well (from 145- 265ft in leg length), but again it is less focused on Asia and the Middle East. As such, we believe that there are few competitors in the region.

Factors that will affect revenue. Various factors will affect Ezion's revenue, and they include 1) day rates, 2) fleet utilisation levels, 3) other services provided by the group and 4) time for special surveys. The first three factors depend on the demand for the group's assets, which in turn is affected by the level of exploration and production activity in the offshore industry. The fourth factor relates to special surveys on the liftboats which have to be undertaken every five years. According to management, the maximum time needed is about two weeks each. Annual surveys also have to be carried out, but each requires only about a few days.

⁶ "Riverstone reels in Seajacks". 21 Jan 2010. <http://www.oilport.net/>

Exhibit 9: Day rates from Hercules Offshore in 2Q10

Leg length/ Liftboat class (Feet)	Total no. of liftboats	Actively marketed	Revenue/day/liftboat (US\$)	Operating days	Utilisation* (%)	Comments
Gulf of Mexico						
230	2	2	19,749	21	35	One vessel in drydock in April
190-215	3	3	14,258	33	37	Two vessels in drydock in April and May
170	1	1	9,720	19	63	
140-150	6	6	6,873	151	84	
120-130	14	13	5,643	206	53	Five in drydock in April, four in drydock in May
105	15	13	4,678	220	56	Two in drydock in April, three in drydock in May
Sub-total/Average	41	38	6,614	650	57	
International						
230-260**	2	2	62,941	30	50	
170-215	7	7	32,127	113	54	One vessel in drydock in April and May
140-150	4	4	15,430	104	87	One vessel in drydock in April
120-130	7	7	11,830	136	65	One vessel in drydock in April
105	4	4	1,992	27	23	One vessel in drydock in April
Sub-total/Average	24	24	21,429	410	57	

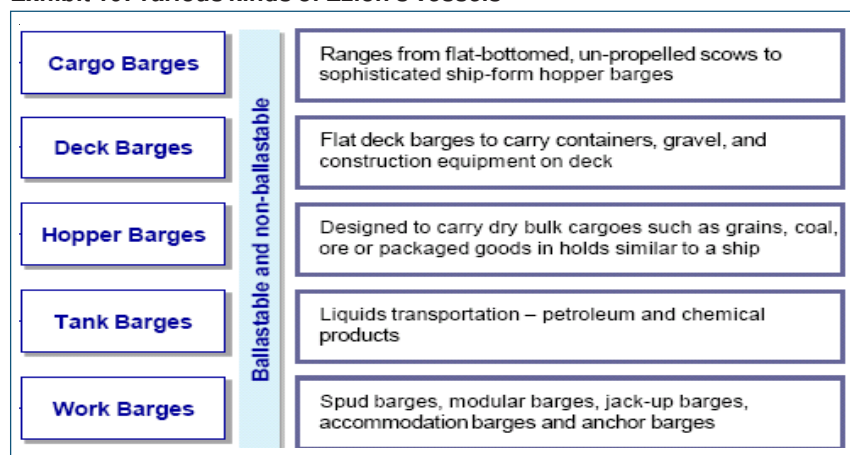
* Utilisation = total no. of operating days in the period/total no. of calendar days in the period the liftboats were actively marketed

** Revenue/day for this class excludes US\$250k of mobilisation revenue

Source: Hercules Offshore, OIR

Offshore logistics support fleet. Not to be forgotten, the group also has an offshore logistics support fleet with an average age of under five years. The fleet of 22 vessels consists of ballastable vessels, barges and tugs, and there are seven upcoming newbuilds this year. Key services provided include transportation of offshore platforms and jackets, logistics support during commissioning and de-commissioning of platforms, and maintenance of platforms and subsea pipelines.

Exhibit 10: Various kinds of Ezion's vessels



Source: Company, OIR

Experienced management. Ezion's management is staffed with veterans in the oil and gas sector where a number of them have more than 20 or even 30 years of experience in the industry (Exhibit 11). More importantly, they also bring with them a vast network of contacts. For example, Ezion will be able to tap onto its founder's network when chartering out vessels, if needed. There are also key individuals who have worked on oil and gas projects in various parts of the world, who may be able to leverage on their contacts and on-the-ground knowledge when bidding for overseas work.

Exhibit 11: Key personnel

Individual	Profile
Mr. Lee Kian Soo Non-Exec. Chairman Non-Exec Director	Appointed since 1 Jun 07, Mr. Lee is also the founder of Ezra Holdings with more than 30 years experience in the shipping and offshore support service industry.
Mr. Chew Thiam Keng CEO Exec Director	Appointed since 2007, Mr. Chew is responsible for strategic planning, corporate management and business development. He was previously the Managing Director/CEO of KS Energy Services and Exec Director of Kian Ann Engineering.
Capt. Larry Johnson COO	Appointed since 2008, Capt. Johnson has over 32 years of experience in the maritime industry. He holds a valid USCG Masters License and worked for ExxonMobil, Chevron, Conoco Phillips etc previously. As a marine consultant for various oil and gas projects previously, he was instrumental in securing contracts for Ezion.
Mr. Sonny Joe Sanders CEO of subsidiary - Teras Cargo Transport	Mr. Sanders joined Teras Cargo Transport Pte Ltd in 2009 and is responsible for strategic planning, corporate management and business development. Prior to this, he served as President at America Cargo Transport & The Jore Group for 19 years. He was also responsible for forward activities and logistics on Sakhalin Island for seven years.
Mr. Gary McFadden Director of Operations	Mr. McFadden joined the group in 2009 and is responsible for operations of marine services. He has over 35 years of experience in the maritime industry and holds a valid US Coast Guard Chief Engineers License.
Mr. Cheah Boon Pin CFO	Mr. Cheah is responsible for all accounting, financial and taxation matters. He joined the group in 2007 and has over 10 years of experience in auditing and commercial accounting.
Mr. Poh Leong Ching Chief Commercial Officer	Mr. Poh is responsible for the marketing and operations of the group's entire fleet of vessels with over 15 years of experience in sales and operations of vessels and cranes.
Mr. Peter Lee Business Devt Manager	Mr. Lee holds a Master Mariner Class 1 certification with 13 years in merchant navy and 20 years ashore in management roles in the offshore industry.

Source: Company, OIR

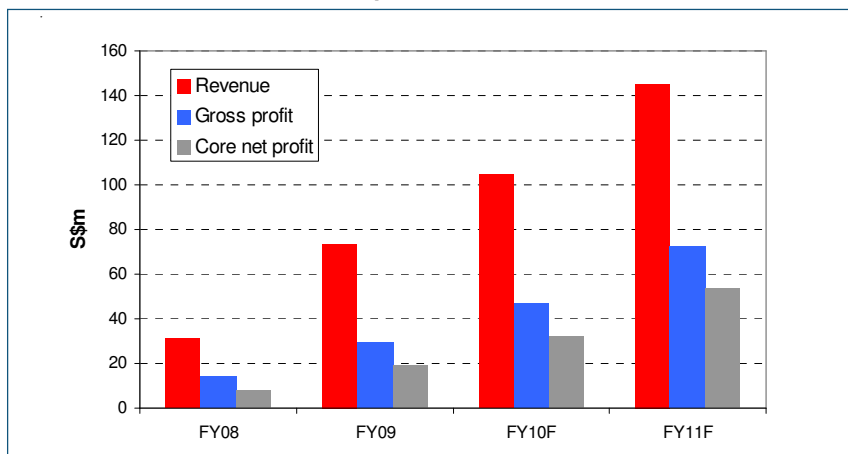
Section C. Financial Analysis

I. Financial performance and forecasts

Good 1Q10 results. Revenue grew 74% YoY to S\$25.5m while net profit increased by 133% to S\$7.7m in 1Q10. Gross profit margin remained high at 41% compared to 39% in 1Q09. The offshore support services division saw a 68% rise in revenue and a 71% increase in gross profit with the deployment of the first liftboat. Gross profit margin for this segment was 42%, higher than 37% in the marine services division which saw a 154% growth in revenue. However, the latter segment only accounts for about 9.8% of total gross profit. Net gearing was 0.77x.

Expecting better financial results. We are expecting revenue to increase by about 42% in FY10 and 39% in FY11 to S\$104m and S\$145m respectively with additional contributions from the group's liftboats. Net profit is estimated to increase to S\$61m in FY10 compared to S\$17m in FY09, boosted by exceptional gains of about S\$29m from the disposal its liftboat stakes. Stripping this out, core net profit is still expected to rise by a significant 65% to S\$32m. The group may also win contracts related to the Gorgon phase two development, which may increase our earnings estimates if the resulting impact is greater than expected. As of now, we incorporate a 30% increase in share of associates/JV profits for FY11, assuming that contracts are won by JV companies of the group.

Exhibit 12: Forecasted financial performance



Source: Company, OIR

Cash flow for new liftboats. The group's first liftboat was valued around US\$73m in 1Q10 and the second liftboat about US\$78m. Being a capital-intensive business, the group has to rely on debt and more recently, stake disposal in order to expand its fleet. Helped by the stake disposals, the group should be able to support the building of at least another liftboat to expand its fleet (we forecast S\$75m and S\$70m cash level at end of FY10 and FY11 respectively, also noting that capital outlay for the liftboats is in stages), assuming no hiccups in the liftboat charters. As more liftboats are delivered and start contributing to cashflow, the firm's financial position should also improve.

II. Valuation and rating

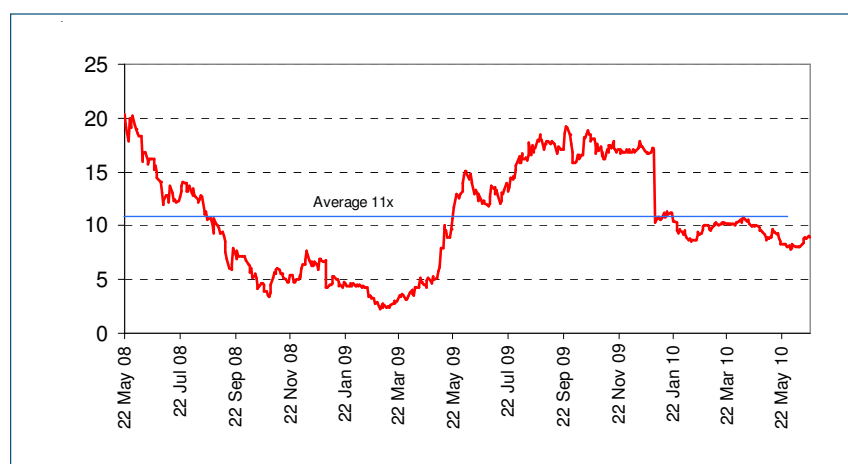
Initiating with BUY. With the delivery of subsequent liftboats, Ezion should see further improvements in earnings. We have factored in a two- to three-month delay for each liftboat to be conservative in our estimates. We are initiating coverage on the group with a **BUY** rating and fair value estimate of S\$0.81 (upside potential about 30%), based on 12x blended core FY10/11F earnings. Offshore marine companies listed in Exhibit 13 are trading at about 11x blended core FY10/11F earnings but we ascribe a higher peg to Ezion given its high growth potential and scalability. The group has been trading at an average of about 11x core forward earnings for the past two years (Exhibit 14), and we think the market has not fully appreciated Ezion's earnings potential, in which risks are now lower with recent measures to bump up cash flow. As mentioned earlier, our estimates are on the conservative side and there is potential for upside surprises from timely chartering of liftboats and contract wins from Australia. Key risks include unexpected downtime and slower-than-expected uptake of liftboats in the region.

Exhibit 13: Peer comparison

Company	Price (S\$)	Market Cap (S\$m)	Core P/E			P/B (x)
			Historical (x)	Cur Yr (x)	Next Yr (x)	
ASL Marine	0.85	256.2	5.8	7.8	5.9	0.9
KS Energy	1.13	459.5	15.4	18.1	10.8	0.9
Swiber Holdings	0.98	498.2	57.6	8.8	5.8	1.2
Ezra Holdings	1.79	1188.3	9.5	12.6	8.3	1.6
Keppel Corp	8.60	13764.2	10.8	12.4	12.6	2.2
Sembcorp Marine	3.90	8092.8	11.3	12.1	13.0	3.9
Yangzijiang Shipbuilding	1.35	4932.3	11.2	10.8	10.5	3.8
Viking Offshore Marine	0.20	106.8	-	11.1	11.1	1.9
Otto Marine*	0.425	803.4	10.6	9.9	8.9	1.8
Average			16.5	11.5	9.6	2.0
Ezion Holdings	0.625	446.2	22.7	13.8	8.4	3.3

Source: Bloomberg, OIR

*Not core EPS

Exhibit 14: Forward P/E based on core earnings

Source: Bloomberg, OIR

Ezion's Key Financial Data

EARNINGS FORECAST					BALANCE SHEET				
Year Ended 31 Dec (\$m)	FY08	FY09	FY10F	FY11F	As at 31 Dec (\$m)	FY08	FY09	FY10F	FY11F
Revenue	31.1	73.6	104.4	145.1	Cash and cash equivalents	34.7	40.3	74.9	69.1
Gross profit	14.3	29.3	47.0	72.6	Other current assets	21.9	28.9	26.1	29.0
EBITDA	13.4	28.9	45.8	68.3	Property, plant, and equipment	143.6	260.1	309.7	399.6
Net finance expense	-1.3	-2.2	-3.1	-4.7	Total assets	214.4	364.7	457.0	558.0
Share of results of JVs, net	-0.1	2.4	8.4	10.9	Debt	67.6	155.7	170.0	200.0
Exceptionals	0.0	-2.5	28.6	0.0	Current liabilities excluding debt	22.1	28.7	45.6	63.1
Profit before tax	8.2	18.1	64.3	56.2	Total liabilities	93.4	187.1	219.0	267.2
Minority interests	0.0	0.0	0.0	0.0	Shareholders equity	120.9	177.6	238.0	290.8
Profit attributable to shareholders	8.0	17.1	60.9	53.3	Total equity	120.9	177.6	238.0	290.8
Core net profit	8.0	19.6	32.3	53.3	Total equity and liabilities	214.4	364.7	457.0	558.0

CASH FLOW					KEY RATES & RATIOS				
Year Ended 31 Dec (\$m)	FY08	FY09	FY10F	FY11F		FY08	FY09	FY10F	FY11F
Op profit before working cap. changes	13.7	30.5	45.2	67.7	Core EPS (S cents)	1.2	2.8	4.5	7.5
Working cap, taxes and int	13.9	-20.4	3.8	1.6	EPS (S cents)	1.2	2.4	8.5	7.5
Net cash from operations	27.6	10.1	49.0	69.3	NTA per share (S cents)	18.8	24.9	33.4	40.8
Purchase of PP&E	-79.3	-126.6	-120.0	-100.0	Net profit margin (%)	25.9	23.3	58.3	36.7
Other investing flows	-17.4	-9.6	95.1	0.3	PER (x)	50.1	26.0	7.3	8.4
Investing cash flow	-96.7	-136.2	-24.9	-99.7	Price/NTA (x)	3.3	2.5	1.9	1.5
Financing cash flow	39.0	126.6	5.7	19.8	EV/EBITDA (x)	33.2	15.4	9.7	6.5
Net cash flow	-30.2	0.4	29.8	-10.7	Dividend yield (%)	0.1	0.1	0.1	0.1
Cash at beginning of year	64.9	34.7	40.3	74.9	ROE (%)	6.6	9.6	25.6	18.3
Cash at end of year (incl pledges)	34.7	40.3	74.9	69.1	Net gearing (%)	27.2	65.0	40.0	45.0

Source: Company data, OIR estimates

SHAREHOLDING DECLARATION:

The analyst/analysts who wrote this report holds NIL shares in the above security.

RATINGS AND RECOMMENDATIONS:

OCBC Investment Research's (OIR) technical comments and recommendations are short-term and trading oriented.

- However, OIR's fundamental views and ratings (Buy, Hold, Sell) are medium-term calls within a 12-month investment horizon. OIR's Buy = More than 10% upside from the current price; Hold = Trade within +/- 10% from the current price; Sell = More than 10% downside from the current price.

- For companies with less than S\$150m market capitalization, OIR's Buy = More than 30% upside from the current price; Hold = Trade within +/- 30% from the current price; Sell = More than 30% downside from the current price.

DISCLAIMER FOR RESEARCH REPORT

This report is solely for information and general circulation only and may not be published, circulated, reproduced or distributed in whole or in part to any other person without our written consent. This report should not be construed as an offer or solicitation for the subscription, purchase or sale of the securities mentioned herein. Whilst we have taken all reasonable care to ensure that the information contained in this publication is not untrue or misleading at the time of publication, we cannot guarantee its accuracy or completeness, and you should not act on it without first independently verifying its contents. Any opinion or estimate contained in this report is subject to change without notice. We have not given any consideration to and we have not made any investigation of the investment objectives, financial situation or particular needs of the recipient or any class of persons, and accordingly, no warranty whatsoever is given and no liability whatsoever is accepted for any loss arising whether directly or indirectly as a result of the recipient or any class of persons acting on such information or opinion or estimate. You may wish to seek advice from a financial adviser regarding the suitability of the securities mentioned herein, taking into consideration your investment objectives, financial situation or particular needs, before making a commitment to invest in the securities. OCBC Investment Research Pte Ltd, OCBC Securities Pte Ltd and their respective connected and associated corporations together with their respective directors and officers may have or take positions in the securities mentioned in this report and may also perform or seek to perform broking and other investment or securities related services for the corporations whose securities are mentioned in this report as well as other parties generally.

Privileged/Confidential information may be contained in this message. If you are not the addressee indicated in this message (or responsible for delivery of this message to such person), you may not copy or deliver this message to anyone. Opinions, conclusions and other information in this message that do not relate to the official business of my company shall not be understood as neither given nor endorsed by it.

Co.Reg.no.: 198301152E

For OCBC Investment Research Pte Ltd



Carmen Lee
Head of Research

Published by OCBC Investment Research Pte Ltd