

**HOLD**

TP: Rs 600 | ▲ 11%

**INDRAPRASTHA GAS**

Oil & Gas

27 July 2024

## Getting back on track but needs time; downgrade to HOLD

- IGL's Q1 recovery was ahead of our forecasts with a sharper reduction in gas purchase costs partly due to opportune use of cheaper spot gas
- We note continuous improvement in focus on targeting volume growth and more commitment to expanding growth avenues
- We raise DCF-based TP to Rs 600 (from Rs 525), factoring in possibility to regain growth trajectory. Downgrade to HOLD given 11% upside

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**Q1 ahead:** Q1 EBITDA at Rs 5.8bn was 7% above Bloomberg consensus and 16% above our forecast with a sharp Rs 0.8/scm recovery in EBITDA margin to Rs 7.4/scm. IGL was able to clock higher sequential savings of Rs 0.6/scm in gas purchase costs compared to MAHGL with the use of spot cargoes and cost-saving measures. Loss of DTC bus volume kept growth subdued at 5.3% YoY for IGL and 4.7% YoY for CNG. Excluding DTC volumes, CNG growth appears to be at 7% YoY. IGL guided for a pick-up in Q2 with higher CNG growth and EBITDA margin.

**Improving growth focus:** This is visible in improving granularity of volume growth tracking to offset decline/slowdown in Delhi. For the first time, the company shared its state-wise mix and growth. IGL is also allocating higher proportion of capex on GAs outside Delhi to support growth delivery.

**Expanding growth avenues:** IGL has firmed up plans for 5-6 LNG stations in FY25 and considering 100 stations pan-India including 7-8 LNG stations within its GAs. With each station's potential at 10k-20k kg/day (>6k average for CNG station in Delhi), 100 stations could contribute ~20% of current CNG volumes. It continues to engage with stakeholders to develop CNG usage in commercial vehicles, dumpers, long-haul state buses with type-4 cylinders. Recent launches of CNG 2-wheelers could open up a new segment over the next decade.

**Push up growth over FY27-33E:** While we maintain our FY25/FY26 forecasts, we again pencil in volume growth CAGR of 7.5% (from 6.8% CAGR) over FY24-33. With a well-established footprint and the right focus on expanding growth avenues, we now see a possibility of IGL regaining its growth trajectory.

**Downgrade to HOLD:** Factoring in higher volume growth and rolling forward to Sep'25, we raise DCF-based TP to Rs 600 (from Rs 525). Our TP implies an FY26 target multiple of 18.8x, higher than 5Y mean 1Y-fwd P/E of 18.1x. This is higher than the target multiple for MAHGL at 15.5x due to use of higher terminal growth rate of 4% (vs 2.5% for MAHGL) reflecting a larger footprint. With a 35% run-up since Mar and current 11% upside below our hurdle rate, downgrade to HOLD.

### Key changes

Target	Rating
▲	▼

Ticker/Price	IGL IN/Rs 541
Market cap	US\$ 4.5bn
Free float	55%
3M ADV	US\$ 22.3mn
52wk high/low	Rs 553/Rs 376
Promoter/FPI/DII	45%/16%/25%

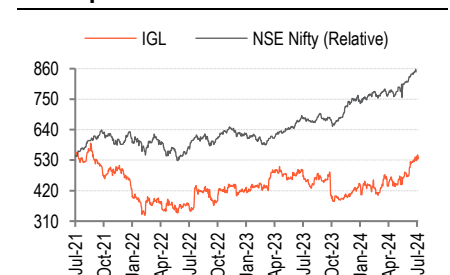
Source: NSE | Price as of 26 Jul 2024

### Key financials

Y/E 31 Mar	FY24P	FY25E	FY26E
Total revenue (Rs mn)	1,40,000	1,46,974	1,60,276
EBITDA (Rs mn)	23,637	25,577	27,905
Adj. net profit (Rs mn)	19,834	20,736	22,345
Adj. EPS (Rs)	28.3	29.6	31.9
Consensus EPS (Rs)	28.3	29.3	31.1
Adj. ROAE (%)	22.6	20.0	18.8
Adj. P/E (x)	19.1	18.2	16.9
EV/EBITDA (x)	15.3	14.0	12.7
Adj. EPS growth (%)	21.0	4.5	7.8

Source: Company, Bloomberg, BOBCAPS Research | P – Provisional

### Stock performance



Source: NSE



## Q1 results

Q1 EBITDA at Rs 5.8bn was 7% above Bloomberg consensus and 16% above our forecasts. The beat to our estimate was higher as IGL delivered normalisation of EBITDA margin in one quarter against our assumption of two quarters.

- **Sequential recovery:** Q1 EBITDA was up 11% QoQ with a 12.5% sequential recovery in EBITDA margin, offsetting the 1% QoQ decline in volume.
- **Recovery driven by EBITDA margin:** EBITDA margin recovered by Rs 0.8/scm QoQ to Rs 7.4/scm. The sequential improvement was largely driven by the Rs 0.7/scm QoQ decrease in opex after normalisation from high levels in Q4. Gross spread was stable as Rs 0.5/scm reduction in realisation offset by Rs 0.6/scm reduction in gas cost.
- **Reduction of gas purchase costs supported recovery:** IGL achieved a sharper Rs 0.6/scm QoQ reduction, higher than Rs 0.3/scm clocked by MAHGL. IGL attributed the decrease to the cheaper spot cargo it capitalised on, and self-help improvements like reduction in gas loss and optimisation of some service contracts. IGL highlighted that more improvements would be visible in Q2.

### Volume growth muted by loss of Delhi Transport Corporation bus business

- **Sequential decrease:** Q1 volumes at 8.6mmscd fell 1% QoQ, driven by seasonal factors lowering industrial and commercial volume (-11%) and domestic volume (-7%). However, combined CNG and LNG volumes grew modestly (+1.3%).
- **Impact of loss of DTC bus volume:** YoY growth remains muted at 5.3% with softer CNG growth (4.7%) offsetting improvement in domestic (16%) and Industrial and Commercial segment (5.6%). DTC bus volumes decreased to 0.15mn kg/d from 0.25mn kg/d a year ago. Excluding the same, other CNG volumes grew 7% YoY.
- **Non-Delhi growth in double digits:** Delhi's contribution to volumes reduced to 70% from 74% a year ago. Against muted growth in Delhi (5.26mmscmd, 1% YoY), Uttar Pradesh (2.1mmscmd, 14% YoY), Haryana (0.66mmscmd) and Rajasthan (0.1mmscmd, >100%) clocked more than double-digit growth, helping to lift IGL's overall growth profile.

**Fig 1 – Quarterly performance: Q1 improved on normalisation of margin**

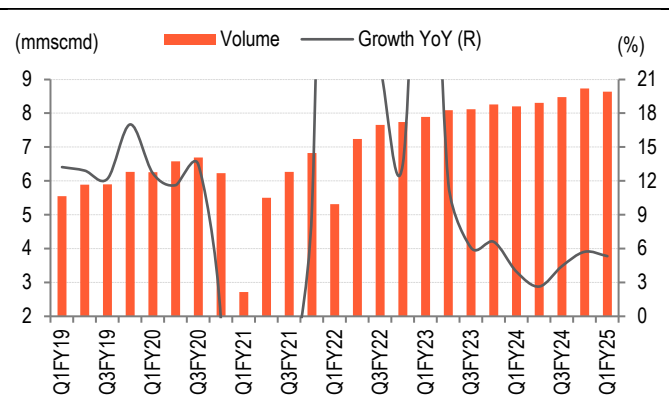
(Rs mn)	Q1FY25	Q1FY24	YoY (%)	Q4FY24	QoQ (%)
<b>Net sales</b>	<b>35,206</b>	<b>34,070</b>	<b>3.3</b>	<b>35,968</b>	<b>(2.1)</b>
Raw materials	24,818	23,341	6.3	25,528	(2.8)
% of sales	70.5	68.5	-	71.0	-
Other expenditure	4,569	4,306	6.1	5,214	(12.4)
% of sales	13.0	12.6	-	14.5	-
<b>EDITDA</b>	<b>5,819</b>	<b>6,424</b>	<b>(9.4)</b>	<b>5,225</b>	<b>11.3</b>
<b>EDITDA (Rs/scm)</b>	<b>7.4</b>	<b>8.6</b>	<b>(14.0)</b>	<b>6.6</b>	<b>12.5</b>
EDITDA margin (%)	16.5	18.9	-	14.5	-
Depreciation and amortisation	1,143	989	15.5	1,108	3.2
Interest	22	24	(6.8)	26	(13.3)
Other income	727	457	59.2	1,094	(33.6)
<b>Profit Before Tax</b>	<b>5,380</b>	<b>5,867</b>	<b>(8.3)</b>	<b>5,187</b>	<b>3.7</b>
Provision for tax	1,366	1,483	(7.9)	1,359	0.5
-effective tax rate (%)	25.4	25.3	-	26.2	-
<b>PAT (reported)</b>	<b>4,015</b>	<b>4,384</b>	<b>(8.4)</b>	<b>3,828</b>	<b>4.9</b>

Source: Company, BOBCAPS Research

**FY25 guidance**

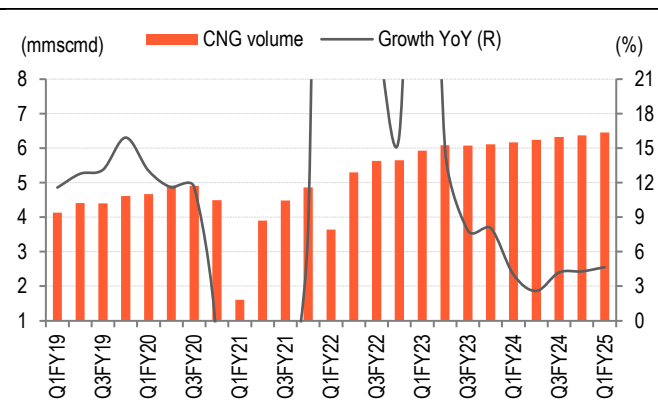
- **FY25 volume target is the exit rate:** IGL clarified that the target of 9.5mmscmd is the exit rate or 4Q average and not the FY25 average. Our forecast of 9mmscmd has been factoring in the same.
- **Pick-up guided for Q2:** IGL expects EBITDA to grow with 8-10% volume growth in the CNG segment and further improvement in EBITDA margin closer to Rs 8/scm.
- **Margin guidance maintained:** IGL reiterated EBITDA margin guidance of Rs 7-8.5/scm.
- **Capex pick-up guidance retained:** IGL reiterated its target of Rs 17bn-18bn for FY25 and spent Rs 3bn in Q1. IGL aims to add 90 stations and compression capacity of 1mn-1.2mn kg during the year.

**Fig 2 – IGL volume growth subdued at 5.3% YoY in Q1**



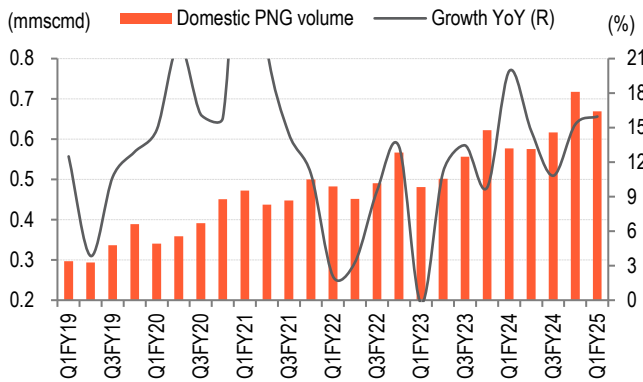
Source: Company, BOBCAPS Research

**Fig 3 – CNG volume growth impacted by loss of DTC bus volume**



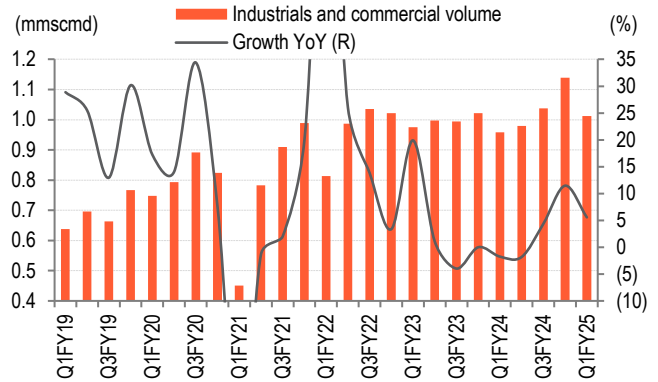
Source: Company, BOBCAPS Research

**Fig 4 – Domestic volume growth on higher connections**



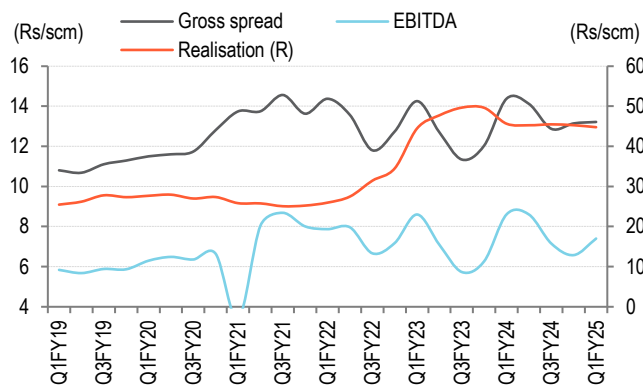
Source: Company, BOBCAPS Research

**Fig 5 – Industrial volumes sequentially down due to seasonal factors**



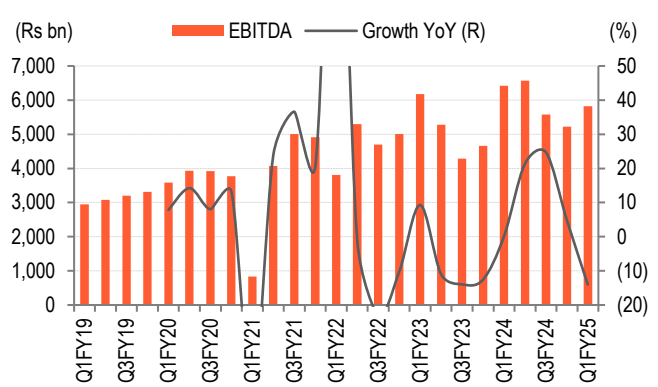
Source: Company, BOBCAPS Research

**Fig 6 – EBITDA margin recovered to Rs 7.4/scm on normalisation of opex from high levels in Q4...**



Source: Company, BOBCAPS Research

**Fig 7 – ... leading to sequential improvement in EBITDA**



Source: Company, BOBCAPS Research

**Targeting LNG as next growth booster**

IGL has ramped-up throughput at its first LNG station to 4k-5k kg/d and is looking at a possible alternative to offset loss of growth in Delhi.

- **Growth targets:** IGL aims to set up 5-6 LNG stations in FY25 and then expand to 100 LNG stations pan-India over next the 5-6 years with 7-8 within its own GAs.
- **High potential:** If IGL succeeds in progressing this plan of 100 LNG stations, this has the potential to contribute as much as 20% of existing volumes. Throughput at each station is likely to be significantly higher at 10k-20k kg/day, much above a typical 8k kg/day of a CNG station in Delhi.
- **Margin likely to be higher than CNG:** IGL expects gross margin on LNG sales to be higher than that on CNG sales. With no change in form of gas, LNG does not attract any excise duty. Transportation cost is lower than a typical daughter-booster station. With a thumb rule of Rs 1 per 100km per kg, transportation cost of LNG in a cryogenic tanker from Dahej to IGL's GAs could be of the order of Rs 7/kg. The same compares with typical Rs 11/kg for transportation from mother to daughter-booster stations using a cascade.

**Margin uplift possibilities**

- **Qatar contract:** To save GST on LNG procured on the Qatar contract, IGL is exploring a time swap arrangement with GAIL to the latest contract, which envisages a high-seas transfer from FY28. Additionally, IGL is checking on the possibility of shift of linkage to Henry Hub and shift to inter-state sales to further lower cost.
- **CBG gas:** IGL is planning to set up 10 compressed bio gas (CBG) plants through a JV and aims to scale up CNG usage to 5% of its gas requirement (timeline not set yet). CBG gas is typically 10-12% cheaper than APM.
- **Use of LCNG station:** Wherever pipeline is not feasible, IGL is considering use of LCNG (liquified compressed natural gas) station.

## Valuation methodology

### Forecast changes

We broadly maintain our FY25 and FY26 EBITDA estimates after the review of Q1FY25 results and introduce FY27 forecasts. We now expect IGL's EBITDA to grow from Rs 25.6bn in FY24 to Rs 30.1bn in FY27E, an 8.4% CAGR, driven by volume growth of 7.3% and normalised margin to ~Rs 8/scm by FY26 as the global LNG market turns into surplus.

**Conservative volume forecasts.** With IGL's clarification of 9.5mmscmd as the average volume for Q4FY25, we broadly maintain our volume forecasts at 9mmscmd for FY25E and build in volume growth of 7.3% over FY24-27 to 10.4mmscmd. We believe that IGL's growth would be supported by growth outside Delhi. At this stage, we are cognisant of the decline in DTC buses volumes and potential challenges from accelerated electrification in the commercial cab and bus categories.

- **Loss of DTC volume to be offset by long-haul LNG commercial vehicles.** We account for a loss of the balance 0.15mkg/d of DTC volumes, equivalent of 3% of current CNG volumes over FY25-FY26. This is now likely to be offset by a plan to set-up 5-6 LNG stations, each having the potential to ramp-up to 10k-20k kg/day. We remain positive about potential growth in long-haul buses, particularly floating volumes from neighbouring regions as usage of buses with type-4 cylinders scales up.
- **Loss of Delhi commercial volumes to be offset by other GAs.** For commercial cabs, we believe growth could still be sustained over the medium term as legacy GAs in Uttar Pradesh (UP) and newer GAs potentially offset the decline in new additions in Delhi.
- **CNG to grow in personal vehicles,** At the priority sector gas purchase price of US\$ 7.6-8.1/MMBtu over our forecast period, we believe CNG remains competitive in the private car space and will continue to grow alongside electric vehicles (EV).
- **Raising FY24-33 growth forecasts to 7.5% CAGR.** We see IGL's management team's increased focus on delivering volume growth. This is visible in (i) more granular monitoring, (ii) targeted investments in infrastructure development outside Delhi, as well as (ii) pilots in new segments like LNG vehicles, long-haul buses with type-4 cylinders, dumpers, etc. This prompts us to raise FY24-33 volume growth forecasts to 7.5% CAGR (from 6.8% CAGR).

**Maintain margin forecasts:** We broadly maintain our EBITDA margin forecast at Rs 7.7/scm for FY25 and Rs 7.9/scm for FY26 and now assume Rs 7.9/scm for FY27. Our margin forecast is a shade higher than Rs 7.7/scm last year and average of Rs 7.4/scm over the past four years as it factors in the benefit of more reasonable APM gas prices and the pullback in LNG prices. Our EBITDA margin is still within the guided range of Rs 7.0-8.5/scm.

**Fig 8 – Revised estimates**

(Rs bn)	Provisional	New			Old		Change (%)	
	FY24P	FY25E	FY26E	FY27E	FY25E	FY26E	FY25E	FY26E
Revenue	1,40,000	1,46,974	1,60,276	1,75,414	1,47,165	1,60,220	(0.1)	0.0
EBITDA	23,637	25,577	27,905	30,128	25,565	27,828	0.0	0.3
EBITDA growth YoY	16.7	8.2	9.1	8.0	8.2	8.9	-	-
Net income incl affiliate	19,834	20,736	22,345	23,969	20,737	22,122	0.0	1.0

Source: Company, BOBCAPS Research

**Fig 9 – Key business drivers and assumptions**

Particulars	FY24P	FY25E	FY26E	FY27E	FY24-27E CAGR (%)
<b>Volumes (mmscmd)</b>					
CNG	6.3	6.6	7.0	7.5	-
D-PNG	0.6	0.7	0.8	0.9	-
I+C	1.0	1.2	1.3	1.5	-
Natural gas	0.5	0.5	0.5	0.5	-
<b>Total</b>	<b>8.4</b>	<b>9.0</b>	<b>9.7</b>	<b>10.4</b>	<b>-</b>
<b>Volume growth (%)</b>					
CNG	3.8	5.8	5.9	6.3	6.0
D-PNG	15.2	14.7	15.0	15.0	14.9
I+C	3.0	15.6	11.7	11.5	12.9
Natural gas	(0.1)	0.3	0.0	0.0	0.1
<b>Total</b>	<b>4.2</b>	<b>7.3</b>	<b>7.1</b>	<b>7.4</b>	<b>7.3</b>
<b>Volume mix (%)</b>					
CNG	74.5	73.5	72.7	71.9	-
D-PNG	7.4	7.9	8.5	9.1	-
I+C	12.2	13.1	13.7	14.2	-
Natural gas	5.9	5.5	5.2	4.8	-
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>-</b>
<b>Profitability indicator (Rs/scm)</b>					
Revenue	45.4	44.5	45.3	46.2	-
Gross spread	13.6	13.8	14.0	14.2	-
EBITDA	7.7	7.7	7.9	7.9	-
PAT	5.7	5.2	5.2	5.2	-
ROE	22.4	19.0	18.1	17.2	-
<b>Key assumptions</b>					
USDINR exchange rate	82.8	83.5	83.5	83.5	-
APM gas price (US\$/MMBtu)	6.5	6.5	6.8	7.0	-
Gas price ceiling (US\$/MMBtu)	11.0	10.2	10.2	9.6	-
LNG contract price (US\$/MMBtu)	15.6	13.1	12.1	11.4	-
LNG spot price (US\$/MMBtu)	16.7	13.0	10.5	10.4	-
Priority sector gas bucket (US\$/MMBtu)	7.2	7.6	8.0	8.1	-
Industrials and commercials gas bucket (US\$/MMBtu)	15.2	12.8	11.7	11.0	-

Source: Company, BOBCAPS Research

## Downgrade to Hold with TP of Rs 600

We increase our DCF-based TP to Rs 600 (from Rs 525) as we roll forward our valuation to Sep'25 from May'25 and factor in our revised estimates. As our TP implies ~11% upside, we downgrade our rating on IGL to HOLD from BUY.

We remain positive on volume growth prospects for IGL. Though volume growth in Delhi is likely to slow due to an accelerated shift to electric vehicles, we believe that legacy GAs in UP and newer GAs will help IGL continue to deliver healthy growth over the next decade. In our view, CNG vehicles and EVs will co-exist in India over the medium term until battery technology and grid infrastructure mature. Further, IGL's recent foray into long-haul LNG vehicles as well as new category of two-wheelers open new growth avenues.

Key assumptions for our DCF-based fair value are cost of equity of 11%, terminal growth of 4%, volume CAGR of 7.5% (from ~6.8%) and average EBITDA margin of Rs 8.0/scm (from 7.8/scm) over our explicit and semi-explicit forecast period of FY24-FY33.

Our DCF-based TP implies an FY25E/FY26E P/E of 20.3x/18.8x, which compares with the stock's five-year mean P/E of 18.1x on Bloomberg consensus earnings. This is higher than the target multiple for MAHGL (FY25E/ FY26E P/E of 16.3x/15.5x) as we assume higher terminal growth rate of 4% vs 2.5% for MAHGL, due to its larger footprint.

**Fig 10 – DCF-based fair value**

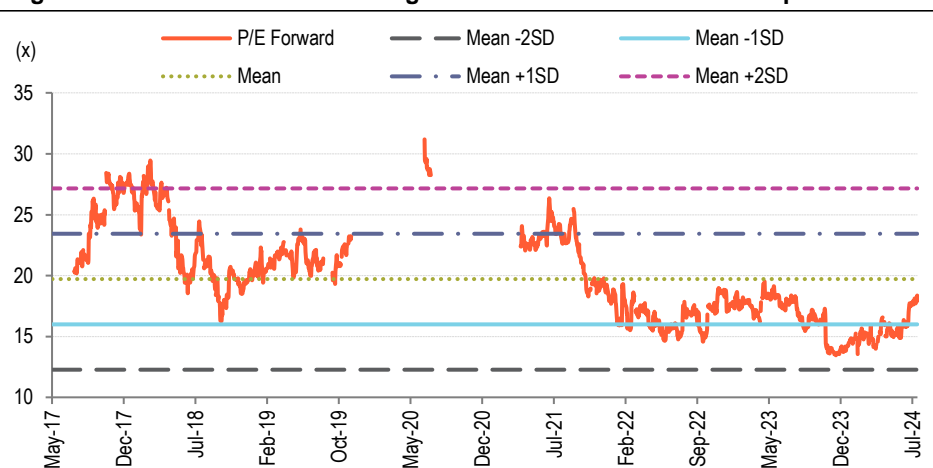
Valuation parameters	Value (Rs mn)
PV of FCF FY25E-FY33E	89,561
PV of terminal value	1,95,174
Enterprise Value	2,84,735
Less: Net Debt FY24P	(33,069)
<b>Equity value</b>	<b>3,17,804</b>
NPV – IGL share (Rs)	454
NPV – MNGL (Rs)	47
NPV – CUPGL (Rs)	13
<b>Consolidated NPV Mar'24 (Rs)</b>	<b>514</b>
<b>Consolidated NPV Sep'25 (Rs)</b>	<b>602</b>
<b>Target price in rupees as on Sep'25 (rounded off to nearest Rs 5)</b>	<b>600</b>

Source: BOBCAPS Research | MNGL: Maharashtra Natural Gas, CUPGL: Central UP Gas

Over the past five years, IGL has traded at an average one-year forward P/E of 18.1x with a one standard deviation range of 15.0x-21.3x on Bloomberg consensus. Similarly, it has traded at an average TTM P/E of 24.5x with a one standard deviation range of 18.4-30.6x based on actual earnings.

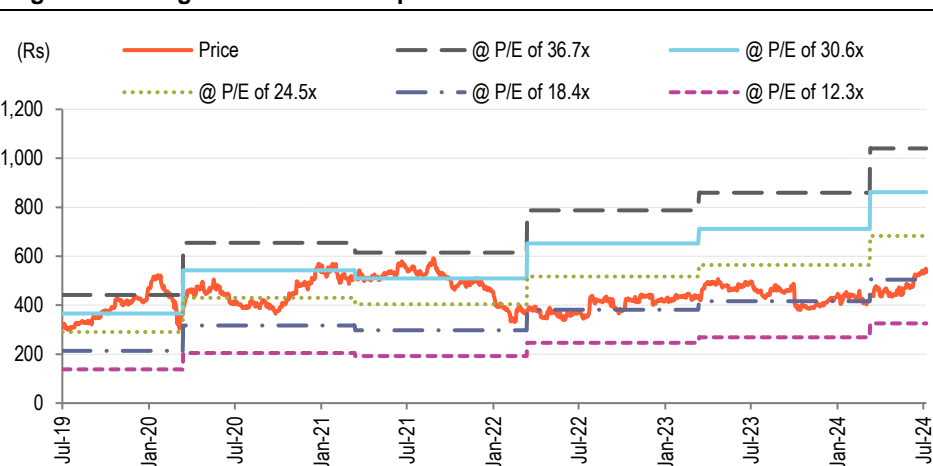


**Fig 11 – IGL has traded at an average 1Y fwd PE of 18.1x/19.7x over past 5/10Y**



Source: Bloomberg, BOBCAPS Research

**Fig 12 – Trailing P/E of 24.5x over past 5Y**



Source: Bloomberg, BOBCAPS Research

### Key risks

Key upside risks to our estimates are:

- Higher-than-expected margins arising from not passing on benefit of lower gas purchase costs to consumers, or lower competitive intensity with alternative fuels.
- Faster volume growth than our assumptions due to faster penetration into commercial vehicle, development of long-haul LNG segment, or development of new two-wheeler segment.
- Reduction in excise duty, enabling the company to earn higher margin and/or higher volume growth than our forecasts.

Key downside risks to our estimates are:

- Slower volume growth than our assumptions owing to faster-than-expected penetration of EVs.

- Lower-than-expected margins arising from an inability to pass on higher gas purchase cost to consumers, or increased competitive intensity with alternative fuels.
- Adverse PNGRB (Petroleum and Natural Gas Regulatory Board) or government regulations that could impact our margin or volume outlook.

## Financials

### Income Statement

Y/E 31 Mar (Rs mn)	FY23A	FY24P	FY25E	FY26E	FY27E
<b>Total revenue</b>	<b>1,41,326</b>	<b>1,40,000</b>	<b>1,46,974</b>	<b>1,60,276</b>	<b>1,75,414</b>
EBITDA	20,255	23,637	25,577	27,905	30,128
Depreciation	(3,634)	(4,140)	(4,741)	(5,387)	(5,796)
EBIT	16,621	19,497	20,836	22,519	24,331
Net interest inc./(exp.)	(106)	(92)	(100)	(100)	(100)
Other inc./(exp.)	2,172	2,610	2,345	2,308	2,163
Exceptional items	0	0	0	0	0
EBT	18,687	22,015	23,081	24,727	26,394
Income taxes	(4,827)	(5,591)	(5,816)	(6,231)	(6,651)
Extraordinary items	0	0	0	0	0
Min. int./Inc. from assoc.	2,536	3,410	3,471	3,849	4,226
<b>Reported net profit</b>	<b>16,397</b>	<b>19,834</b>	<b>20,736</b>	<b>22,345</b>	<b>23,969</b>
Adjustments	0	0	0	0	0
<b>Adjusted net profit</b>	<b>16,397</b>	<b>19,834</b>	<b>20,736</b>	<b>22,345</b>	<b>23,969</b>

### Balance Sheet

Y/E 31 Mar (Rs mn)	FY23A	FY24P	FY25E	FY26E	FY27E
Accounts payables	9,013	9,843	8,590	9,363	10,280
Other current liabilities	17,000	11,388	11,376	11,376	11,376
Provisions	5,438	6,324	6,324	6,324	6,324
Debt funds	0	0	0	0	0
Other liabilities	15,469	18,146	20,854	23,598	25,679
Equity capital	1,400	1,400	1,400	1,400	1,400
Reserves & surplus	77,912	95,098	1,09,360	1,25,231	1,42,290
Shareholders' fund	79,312	96,498	1,10,760	1,26,631	1,43,690
<b>Total liab. and equities</b>	<b>1,26,233</b>	<b>1,42,200</b>	<b>1,57,903</b>	<b>1,77,292</b>	<b>1,97,349</b>
Cash and cash eq.	21,322	21,555	27,209	36,467	47,883
Accounts receivables	9,034	10,186	10,693	11,660	12,762
Inventories	492	522	548	598	654
Other current assets	8,494	7,718	7,476	7,476	7,476
Investments	15,219	22,221	22,221	22,221	22,221
Net fixed assets	57,205	65,903	82,376	91,490	99,583
CWIP	14,337	13,964	7,250	7,250	6,640
Intangible assets	130	130	130	130	130
Deferred tax assets, net	0	0	0	0	0
Other assets	0	0	0	0	0
<b>Total assets</b>	<b>1,26,233</b>	<b>1,42,199</b>	<b>1,57,903</b>	<b>1,77,292</b>	<b>1,97,348</b>

### Cash Flows

Y/E 31 Mar (Rs mn)	FY23A	FY24P	FY25E	FY26E	FY27E
<b>Cash flow from operations</b>	<b>18,420</b>	<b>19,746</b>	<b>24,284</b>	<b>27,923</b>	<b>29,442</b>
Capital expenditures	(10,973)	(12,462)	(14,500)	(14,500)	(13,280)
Change in investments	11,038	(7,002)	0	0	0
Other investing cash flows	2,172	2,610	2,345	2,308	2,163
<b>Cash flow from investing</b>	<b>2,237</b>	<b>(16,854)</b>	<b>(12,155)</b>	<b>(12,192)</b>	<b>(11,117)</b>
Equities issued/Others	0	0	0	0	0
Debt raised/repaid	0	0	0	0	0
Interest expenses	0	0	0	0	0
Dividends paid	(9,100)	(6,300)	(6,474)	(6,474)	(6,910)
Other financing cash flows	(3,852)	3,642	0	0	0
<b>Cash flow from financing</b>	<b>(12,952)</b>	<b>(2,658)</b>	<b>(6,474)</b>	<b>(6,474)</b>	<b>(6,910)</b>
<b>Chg in cash &amp; cash eq.</b>	<b>7,705</b>	<b>234</b>	<b>5,654</b>	<b>9,258</b>	<b>11,415</b>
<b>Closing cash &amp; cash eq.</b>	<b>21,322</b>	<b>21,555</b>	<b>27,209</b>	<b>36,467</b>	<b>47,883</b>

### Per Share

Y/E 31 Mar (Rs)	FY23A	FY24P	FY25E	FY26E	FY27E
Reported EPS	23.4	28.3	29.6	31.9	34.2
Adjusted EPS	23.4	28.3	29.6	31.9	34.2
Dividend per share	13.0	9.0	9.2	9.2	9.9
Book value per share	113.3	137.9	158.2	180.9	205.3

### Valuations Ratios

Y/E 31 Mar (x)	FY23A	FY24P	FY25E	FY26E	FY27E
EV/Sales	2.6	2.6	2.4	2.2	2.0
EV/EBITDA	18.1	15.3	14.0	12.7	11.5
Adjusted P/E	23.1	19.1	18.2	16.9	15.8
P/BV	4.8	3.9	3.4	3.0	2.6

### DuPont Analysis

Y/E 31 Mar (%)	FY23A	FY24P	FY25E	FY26E	FY27E
Tax burden (Net profit/PBT)	87.7	90.1	89.8	90.4	90.8
Interest burden (PBT/EBIT)	112.4	112.9	110.8	109.8	108.5
EBIT margin (EBIT/Revenue)	11.8	13.9	14.2	14.0	13.9
Asset turnover (Rev./Avg TA)	119.1	104.3	97.9	95.6	93.6
Leverage (Avg TA/Avg Equity)	1.5	1.5	1.4	1.4	1.4
Adjusted ROAE	21.1	22.6	20.0	18.8	17.7

### Ratio Analysis

Y/E 31 Mar	FY23A	FY24P	FY25E	FY26E	FY27E
<b>YoY growth (%)</b>					
Revenue	83.3	(0.9)	5.0	9.1	9.4
EBITDA	7.7	16.7	8.2	9.1	8.0
Adjusted EPS	9.1	21.0	4.5	7.8	7.3
<b>Profitability &amp; Return ratios (%)</b>					
EBITDA margin	14.3	16.9	17.4	17.4	17.2
EBIT margin	11.8	13.9	14.2	14.0	13.9
Adjusted profit margin	11.6	14.2	14.1	13.9	13.7
Adjusted ROAE	21.1	22.6	20.0	18.8	17.7
ROCE	15.9	16.5	15.0	14.2	13.5
<b>Working capital days (days)</b>					
Receivables	18	25	26	25	25
Inventory	2	2	2	2	2
Payables	25	30	28	25	25
<b>Ratios (x)</b>					
Gross asset turnover	2.1	1.8	1.5	1.4	1.4
Current ratio	1.3	1.5	1.7	2.1	2.5
Net interest coverage ratio	156.9	212.6	208.4	225.2	243.3
Adjusted debt/equity	(0.3)	(0.2)	(0.2)	(0.3)	(0.3)

Source: Company, BOBCAPS Research | Note: TA = Total Assets

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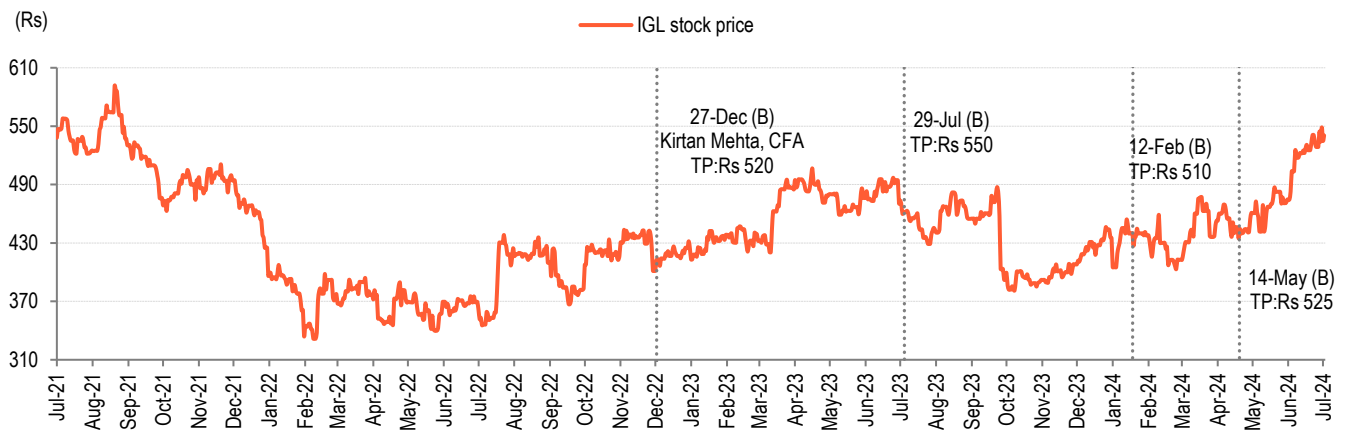
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**BUY** – Expected return >+15%  
**HOLD** – Expected return from -6% to +15%  
**SELL** – Expected return <-6%

**Note:** Recommendation structure changed with effect from 21 June 2021

Our recommendation scale does not factor in short-term stock price volatility related to market fluctuations. Thus, our recommendations may not always be strictly in line with the recommendation scale as shown above.

### Ratings and Target Price (3-year history): INDRAPRASTHA GAS (IGL IN)



B – Buy, H – Hold, S – Sell, A – Add, R – Reduce

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