

Indus Motor Company Limited

Margin stability & volumes to drive earnings growth; "OW"

Monday, September 11, 2017

INDU - Overweight

Target Price: PKR 2,297

Current Price: PKR 1,725

INDU Performance

	3M	6M	12M
Absolute %	-13%	4%	48%
Relative to KSE %	65%	16%	-3%
Bloomberg			INDU.PA
Reuters			INDM.KA
MCAP (USD mn)			2,295
12M ADT (USD mn)			0.7
Shares Outstanding (mn)			79

Source: PSX, BMA Research

INDU-Valuation Snapshot (PKRmn)

	FY17	FY18F	FY19F
Net Sales	112,272	127,675	133,505
Growth	3%	14%	5%
PAT	13,001	16,513	17,145
Growth	13%	27%	4%
EPS (PKR)	165.4	210.1	218.1
P/E (x)	10.4	8.2	7.9
DPS (PKR)	115.0	125.0	130.0
D/Y (%)	6.7%	7.2%	7.5%
EBITDA	21,293	25,875	27,216
EV/EBITDA	4.2x	3.2x	2.7x

Source: Company Accounts, BMA estimates

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- INDU's FY17 performance (13% YoY earnings growth) reflects its continued margin improvement streak (up 110bp), thanks to popular face-lifts of Hilux and Fortuner and improved sales mix.
- Following soft patch in sales in FY17 (-6% YoY vs healthy 14% industry growth excluding taxi scheme), we eye 8-10% volume growth to drive earnings in FY18.
- We highlight INDU remains better positioned to potentially brace itself from a potential sharp PKR/USD move, given (1) superior pricing power vs peers (2) INDU's excellent cash & investment position indicates its ability to bank on higher investment income (higher interest rates).
- At TP of PKR2,297, we have an Overweight stance on INDU, offering return of 33% at last closing exclusive of best- amongst-peers D/Y (FY18E is 7.2%).
- Risks to our investment case include (1) unprecedented sharp FX movement (2) delay in completion of debottlenecking (currently scheduled for 3Q18) and (3) any risk to rising demand dynamics from slowdown in economic growth.

A remarkable growth in earnings despite soft sales patch: Indus Motors posted healthy FY17 earnings of PKR165.4/sh (13% YoY growth) despite a soft patch in sales in FY17 as opposed to industry trend (6% YoY decline in volumes for INDU vs strong 14% growth in sector excluding impact of taxi scheme). The sequential earnings growth is primarily supported by continued margin improvement from 16.3% in FY16 to 17.9% in FY17. This was backed by popular face-lifts of Hilux and Fortuner leading to price increases and margin benefit of 110bp over last year on account of improved sales mix. Going forward, INDU remains in sweet spot with our estimate of 8-10% sales growth in FY18E following a soft patch in FY17 (-6% YoY decline). We highlight INDU remains better positioned to potentially brace itself from a sharp PKR/USD movement in coming months, given (1) superior pricing power compared to peers and (3) INDU's excellent cash and investment position indicates its ability to bank on higher investment income (higher interest rates) and (3) best amongst peers dividend yield (FY18E is 7.2%) to capture market interest.

#1. Pricing power is better than peers: Keeping in mind risk of sharp exchange rate deval, our sensitivity analysis indicates that a 10% sharp deval in FY18/19 each (vs our base case assumption of 4%) would increase per unit cost from our base case by 2-2.2% each year for INDU. While we are less optimistic on volumes front, Indus has historically been more proactive in raising prices and can be expected to hike prices to pass on the cost. Just to put it into perspective, a 10% decline in volumes of Corolla alone in each year (post pass-on) is likely to eat away profitability by 6% in FY18/19E (from our base case) though we expect adverse impact on volumes (on Corolla, Hilux and Fortuner combined) to be visible with a lag having minimum impact on FY18 and larger impact on FY19/20. Actual impact on volumes will, in our view, be dependent on impact of (1) potential increase in fuel cost as exchange rate move is passed on, (2) increase in financing rates in case of swift interest rate reversal, and (3) potential delay in CPEC projects to address macro concerns could hurt the pace of sales growth in vehicles used for transportation as well as for security forces (including Hilux and Fortuner).

#2. Investments to keep non-core income growth intact: Indus's strong liquid assets position (cash and short term investment stood at PKR42.8bn in Mar'17 vs PKR36.4bn in Jun'16) is unlikely to be hurt much, with management dismissing any rumors of additional plant/capacity expansion apart from ongoing bottleneck removal at paint shop. This should provide stability to other income in future, up by 13.6%YoY in FY17 to PKR3.6bn (18.8% of PBT).

#3. Dividend yield to keep stock price in check: At FY18E D/Y of 7.2%, the stock offers attractive yield with interim payouts. Our payout assumption of 60% is already conservative compared to last 3 years average payout ratio of 69%. Given strong cash (equivalents) position, we see low probability of the company trimming its dividend payout from our base case in case of slowing profitability.

FY17 review- 13% earnings growth: INDU posted strong FY17 earnings of PKR165.4/sh (13% YoY growth) with a cumulative dividend of PKR115/sh, backed by price increases (Face-lifts of Hilux and Fortuner) and margin benefit of 110bp over last year on account of improved sales mix. Volumes fell by 6.4% YoY due to Corolla sales going down by 8.3% as the company's plant faced operational issues at start of the year, a 8-10 day strike at the end of the year and anticipation of new face-lift. During the last quarter, the company's margins suffered (16.5% from 19.2% in 3QFY17) due to stronger yen (2% average) and 18% QoQ decline in volumes. However going forward, Corolla sales are expected to pick up pace with the unveiling of new face-lift corolla in Jul'17. We expect 8% YoY growth in Corolla sales and 10% YoY growth in Hilux and Fortuner sales for FY18E. With the debottlenecking project to be completed in 2018, the double shift capacity is expected to increase capacity by additional ~10k units next year.

Investment thesis: At TP of PKR2,297, we have an Overweight stance on INDU, offering return of 33% at last closing, exclusive of dividend yield of 7.2% for FY18E. Risks to our investment case include (1) unprecedented sharp FX movement (2) delay in completion of debottlenecking (currently scheduled for 3Q18) or any sudden plant production issue and (3) any risk to rising demand dynamics from slowdown in economic growth.

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Rating definitions

Overweight	Total stock return > expected market return + 2%
Market-weight	Expected market return \pm 2%
Underweight	Total stock return < expected market return - 2%

*Total stock return = capital gain + dividend yield

Old rating system (discarded effective Feb 29'16)

Buy	>20% upside potential
Accumulate	>=5% to <=20% upside potential
Hold	<5% to >5% potential
Reduce	<=-5% to >=-20% downside potential
Sell	<-20% downside potential

Valuation Methodology

To arrive at our period end target prices, BMA Capital uses different valuation methodologies including

- Discounted cash flow (DCF, DDM)
- Relative Valuation (P/E, P/B, P/S etc.)
- Equity & Asset return based methodologies (EVA, Residual Income etc.)