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Today's Daily

Autos: Earnings growth underpins resilience of incumbents

INDU is scheduled to announce earnings for 2QFY18 on 23rd Feb, where we expect the company to post NPAT of PkR3.85bn (EPS: PkR49.03) in 2QFY18 vs. net profit of PkR3.03bn (EPS: PkR38.51) in 2QFY17 - up 27%YoY. Earnings growth is largely from a shift to high margin, big-budget SUV sales, while below the line expenses are relatively tepid. For PSMC, we expect the company to post consolidated NPAT of PkR3.97bn (EPS: PkR49.39) in CY17 vs. NPAT of PkR2.77bn in CY16; up 43%YoY. The 32%YoY climb in sales, owing to organic sales growth based on strong fleet sales, and significant uptick in recently launched product offerings, despite the higher price tag associated with these offerings. Prominence of these models in PSMC's sales stands contrary to the widely held perception of PSMC having low quality products, competing solely on price. Factoring in the link between earnings growth and cash flows being diverted to growth initiatives, we believe local OEMs are fortifying their operational fundamentals for the next leg of long term industry rivalry. With improving fleet sales (Wagon-R & Cultus), upgraded models (consistent CAPEX on localization) and expectations of newer offering, PSMC comes up to be our top pick in the sector; offering an upside of 35.9% to our DCF based TP of PkR691.51/sh.

KSE100 - Index

Current 43,808.80
Previous 43,679.87
Chg. 0.30%

Mkt Cap. (PkRbn/US\$bn)

Current 9,099 / 82.31
Previous 9,077 / 82.10
Chg. 0.25%

Daily Turnover (mn)

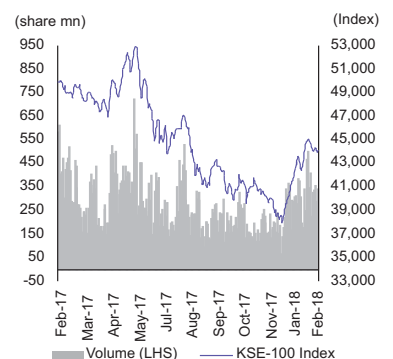
Current 225.63
Previous 246.02
Chg. -8.3%

Value Traded (PkRmn/US\$m)

Current 9,240 / 83.58
Previous 9,482 / 85.77
Chg. -2.6%

News and Views

- Despite having firm commitments of roughly \$26 billion, the government is unlikely to get any major injection from traditional lenders in the next four months. Dr Miftah Ismail says the option to float Eurobond still remains on the table, although the Ministry of Finance withdrew its summary for the issue from the federal cabinet this week.
- Trade deficit widened 24.4% year-on-year to US\$3.64bn in January as imports increased more than the exports during the month. In January, exports rose 11.04% from US\$1.78bn in the same month a year earlier while imports increased 19.37% YoY to US\$5.607bn. Exports have jumped 11.11% to US\$12.97bn in July-January period of FY18 but imports have also climbed 18.92% to US\$34.51bn during the period under review.
- A proposal to cut the cost of energy for textile exporters, especially from Punjab seems not to be implemented any time before the budget as an official said the GoP is not in a position to upset IMF.
- In a major policy decision, the federal government has decided to allow import of three-year old used cars in accordance with previous policy on the demand of importers.



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AKD Daily

Monday, Feb 12, 2018



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2QFY18E Preview for INDU: INDU is scheduled to announce earning for 2QFY18 on 23rd Feb, where we expect the company to post NPAT of PkR3.85bn (EPS: PkR49.03) in 2QFY18 vs. net profit of PkR3.03bn (EPS: PkR38.51) in 2QFY17 - up 27%YoY. This uptick in earning is on the back of: 1) increase in GP due to increasing sales revenue (forecasted to rise +20%YoY to PkR31.45bn), gross margins standing firm (17.9% for the quarter vs. 18.3% SPLY) despite increasing input prices (steel prices up 21%CYTD), 2) dampening administrative & distribution expenses to sales (-14bpsYoY for 2QFY18 to 1.89%) and 3) increased other income to PkR863mn (up 15%YoY) earned through proper cash management and short term investments. On a half year basis, INDU earnings are expected to clock in at PkR7.54bn (EPS:95.95) vs. NPAT of PkR6.07bn (EPS: 77.28) for 1HFY17. Along with the result, we expect a cash dividend of PkR30/sh translating into a 60% payout ratio vs. historic 65%, a minor contraction,

INDU: Income Statement

(Pkr (Inmn))	2QFY18E	1QFY18	2QFY17	YoY%	QoQ%	1HFY18E	1HFY17	YoY%
Net Sales	31,451.53	31,219.74	25,647.83	23%	1%	62,671.26	51,399.70	21.93%
Cost of sales	25,811.32	25,776.88	20,951.16	23%	0%	51,588.20	42,524.55	21.31%
Gross profit	5,640.21	5,442.85	4,696.67	20%	4%	11,083.06	8,875.14	24.88%
Distribution expenses	297.84	311.21	290.35	3%	-4%	609.05	494.13	23.26%
Administrative expenses	253.01	279.05	230.08	10%	-9%	532.05	450.59	18.08%
Operating profit	5,089.36	4,852.60	4,176.25	22%	5%	9,941.96	7,930.42	25.36%
Other operating income	905.86	856.37	750.02	21%	6%	1,762.22	1,624.23	8.50%
Finance costs	230.71	152.67	106.56	117%	51%	383.38	117.96	225.01%
NPBT	5,761.75	5,168.13	4,457.43	29%	11%	10,929.88	8,753.59	24.86%
Taxation	1,848.70	1,539.41	1,430.20	29%	20%	3,388.11	2,679.00	26.47%
NPAT	3,913.05	3,628.72	3,027.23	29%	8%	7,541.77	6,074.59	24.15%
EPS	49.78	46.17	38.51	29%	8%	95.95	77.28	24.15%

Source: Co. Report & AKD Research



likely from liquidity burdens imposed from planned CAPEX outlays.

CY17E PSMC Preview: For CY17E, we expect the company to post consolidated NPAT of PkR3.97bn (EPS: PkR49.39) vs. NPAT of PkR2.77bn in CY16; up 43%YoY. Expected key highlights of CY17 results are: 1) 32%YoY climb in sales owing to organic sales growth (+20.7%YoY to 130,813 units for CY17 vs. 108,312 for CY16) and sales prices rise (5-11% increase on existing offering during the year), 2) 27bpsYoY improvement in the gross margins settling at 9.9% for CY17E, 3) increase in operating profits with diminishing operating expenses to sales ratio for the current year (4.3% vs. 4.6% for CY16) and 4) decrease in other operating income/rise in finance cost (-14%/+158%) due to the GoP's auto policy for only 50% upfront payment on booking leading to lesser cash for short term investments and interest payments to customers on late deliveries. On payouts, we believe the OEM has little choice, but to comply with recently notified tax regulations imposing punitive measures on profitable entities with payout ratios below 40%. Thus, we flag the upcoming full year results to accompany a dividend of PkR22.5/sh (payout 45%), marking a lagging D/Y of 4.4%.

PSMC: Income Statement

(PkR (Inmn))	4QCY17E	3QCY17	4QCY16	YoY%	QoQ%	CY17E	CY16	YoY%
Net Sales	27,917	25,973	17,771	57%	7%	100,720	76,516	32%
Cost of sales	25,370	23,408	16,520	54%	8%	90,782	69,167	31%
Gross profit	2,548	2,565	1,251	104%	-1%	9,938	7,349	35%
Distribution expenses	737	588	492	50%	25%	2,707	2,004	35%
Administrative expenses	562	386	327	72%	46%	1,684	1,540	9%
Operating profit	1,249	1,591	432	189%	-22%	5,547	3,805	46%
Other operating income	235	219	253	-7%	7%	899	1,040	-14%
Finance costs	107	99	3	3629%	7%	247	96	158%
NPBT	1,263	1,593	635	99%	-21%	5,753	4,415	30%
Taxation	402	474	197	104%	-15%	1,780	1,643	8%
NPAT	861	1,120	438	97%	-23%	3,973	2,773	43%
EPS	11.76	13.43	5.32			49.39	33.69	

Source: Co. Report & AKD Research

Investment Perspective: Time and again, we have presented our thesis for why new models, upgraded offerings and recurring CAPEX are expected to be the norm for domestic assemblers. Either in terms of fending off new entrants (where price competition for incumbents may prove to be difficult) or preserving market shares (as import market undergoes regulatory overhaul, particularly commercial dealers in import aftermarket), we believe medium term earnings growth solidify our liking for incumbents. Factoring in the link between earnings growth and cash being diverted to growth initiatives, we believe local OEMs are fortifying their operational fundamentals for the next leg of long term industry rivalry. With improving fleet sales (Wagon-R & Cultus), upgraded models (consistent CAPEX on localization) and expectations of newer offering, PSMC comes up to be our top pick in the sector; offering an upside of 35.9% to our DCF based TP of PkR691.51/sh.



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Neutral	≤ 5% to ≥ -5% potential
Reduce	< -5% to > -20% downside potential
Sell	≤ -20% downside potential



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